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January 7, 1977

No. 3309

Est. 1913

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# 200 MILE CLEAR-OUT

**ALL OUT!** The last straggling trawlers of countries banned from Britain's new 200-mile limit have gone, it was reported on Wednesday. The exodus on January 1 had not been as dramatic as expected. The few Romanian and Bulgarian vessels inside the limit took their time to move out. On Wednesday, information coming into the Ministry of Agriculture's monitoring centre in London revealed no trace of any banned trawlers. The main foreign fishing now being mounted inside British waters is by the Russians. A fleet of around 70 Soviet trawlers are grouped south of the Dogger Bank, in addition to two West German vessels.

The pattern of fishing into four zones for protection emerging from the Ministry information centre, which is working in co-operation with the RAF, Navy and fishermen, is that foreign effort is not as heavy as many people believe. Off the Scottish west coast there are 20 French and West German vessels, plus a similar number off north-west Scotland.

Three Dances and one French vessel were on the Shetland grounds and, off the Norfolk coast, there were 12 Belgian and two Dutch beamers. Five Belgian beamers were also sighted off the Sussex coast with two Russians in the central Channel.

In the south-west approaches, where there has been intensive Communist effort on mackerel, there was only one Russian vessel in evidence although there were scattered French trawlers.

The protection ships Bickington and Brinton were this week based off North Shields, which the Ministry terms a 'hot-spot'. An onslaught of foreign boats is expected in this area for the sprat fishing.

The 200-mile area around the coast has been divided up



## Cockle fleet laid up

A MYSTERY disease which has hit cockles in the Thames estuary made 300 people ill over the Christmas period and has put the Leigh-on-Sea fleet out of work. The boats are now laid up and 70 fishermen have gone on the dole. A big effort is being made to pinpoint the source of the trouble. See story page four.

## Patrols at 50-knots

AMERICAN coastguards will be patrolling the country's 200-mile with a 50-knot craft.

She is an ex-US Navy hydrofoil which has joined the coastguard service for an extended trial. For once Britain is ahead of the US as she may not have a 200-mile limit by March 1, the original planned date. Wrangles with Canada and legal problems could mean a delay until January 1978.

## SOS to Callaghan

AN URGENT meeting with the Prime Minister to avoid large-scale unemployment following the collapse of the EEC-Icelandic talks has been called for by Humberside County Council chief, Councillor Harry Lewis.

The Councillor fears upwards of 10,000 sea and shore jobs may go unless there is prompt action. He telegraphed Mr. Callaghan to insist upon aid from the EEC regional funds to safeguard the social and economic implications on humberside.

Councillor Lewis also said that it is vital the British Government did not back down on the demand for a 60-mile exclusive coastal zone within EEC waters.

Similar telegrams, dispatched within hours of the breakdown in Brussels on December 20 and two days before the shore industry gave itself almost a fortnight's standstill to celebrate Christ-

shared Mr. Crosland's views on Mr. Gundelach. He came in for a deal of criticism for his series of optimistic statements while negotiating through November and early December with the Icelanders.

One Grimsby trawler owner told Fishing News: 'I am afraid that Mr. Gundelach has a lot to learn. We do not doubt that he has our interests at heart and is a very competent diplomat yet, somehow, he appears to lack the authority one would expect of a man in his position when it comes to driving home a bargain.'

'He would seem to have fallen for the Icelandic three-card-trick this time and we can only hope he profits by the experience. Otherwise, the non-EEC countries will string him along like a puppet.'

### Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chrome moly alloy steel.

The shackles range from J" to 11" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofload is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Dia Body (D)	Dia Pin (A)	Inside Width (B)	Inside Length		Safe working load	Approx weight per 100 pcs. screw pin.
			Bow type (C)	D type (D)		
1"	1"	22	43	51	2	34
1 1/4"	1 1/4"	28	51	58	2.25	35
1 1/2"	1 1/2"	31	58	65	2.75	38
1 3/4"	1 3/4"	36	73	83	3.5	45
2"	2"	43	83	94	4.5	55
2 1/4"	2 1/4"	47	90	102	5.5	65
2 1/2"	2 1/2"	51	94	115	7	75

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## COMMENT

### WHAT PROTECTION?

AS WE MOVED last week into a world of 200-mile limits, all the news was of Nimrod air patrols, minesweepers, frigates and patrol craft rushing out to protect Britain's new wide fishing area. Even English football team tactics were being employed, as the protection fleet adopted a system of zonal marking.

With most of the nation convinced that the sea approaches to Britain were harder to get into than Fort Knox, fishermen on the grounds were wondering why all this action was taking place. Just one glance out of the wheelhouse window showed that nothing very much had changed. There were still the Russians, French, Danes, and Dutch, all digging hard into the stocks.

The present system of protection is estimated to be running at a cost of £5m a year. This would not be a lot of money if it was being used just for the protection of the British fleet. Unfairly, the burden is falling on the British tax-payer to protect other nations permitted to plunder by the EEC.

Defending a 200-mile limit is just a meaningless exercise while foreign fleets are allowed to apply uncontrolled effort on the stocks. Limits are only lines drawn on a chart, what happens inside this area is what matters.

There is only one way that the British Government can boast of protecting its fishermen — and that is by gaining control of a wide zone from the EEC and effectively managing the resources within it.

## fishing news

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Published weekly.  
Postal subscription rate  
£8 per annum  
£8.50 overseas  
Registered as a newspaper at  
the Post Office.

ABC

110 FLEET STREET,  
LONDON EC4A 3JL  
Telephone: 01-353 6961

## Scallop bed 'ruined'

ONE BEAM trawler, it is claimed, has in 24 hours completely ruined a scallop bed one-mile off the Devon coast.

Angry local small boat fishermen from the ports of Exmouth, Topsham and Lymeport say that a dredge when she hit the Newhaven-registered vessel, scallop bed and landed off

landing off at Brixham, has deprived them of a good living from the bed.

Since last June, 26 local boats up to 30 ft. have been working three beds in the area. One observer said that the beamer was towing 10 Lymeport boats when she hit the Newhaven-registered vessel, scallop bed and landed off

HUMBERSIDE trawler owners Boston Deep Sea Fisheries and Consolidated Fisheries are heading a big switch-over from distant waters to pelagic fishing.

Boston Deep Sea Fisheries Ltd. announced just before Christmas its plan to convert the distant water trawler *Prince Philip* into a multi-purpose fishing vessel. She would be capable of pelagic fishing for mackerel and other species — including blue whiting.

The news was broken shortly after the failure of talks with Iceland.

At 442 tons and 140 ft., *Prince Philip* is almost identical to Consolidated Fisheries' *Real Madrid* (441 tons and 140 ft.) which has already been successfully converted to a multi-purpose vessel.

Consolidated is presently converting *Carlisle* and has plans for at least three more conversions to its 11-strong fleet of sister-ships.

Speaking to *Fishing News* Boston's director-manager at Grimsby, Vernon Green, said he expected *Prince Philip* would begin on mackerel and that further conversions would follow on *Boston Phantom* (431 tons and 142 ft.) and her sister-ship *Boston Kestrel* (431 tons and 142 ft.).

When asked about rumours that *Boston Halifax* — Grimsby's only stern wet fisher — would also soon be heading for the mackerel off the Westcountry, Mr. Green said nothing definite had been decided.

The company is looking at a number of alternatives for its wet fish fleet based at Grimsby and Fleetwood.

He disclosed *Boston Boeig*, *Boston Comanche* and, possibly, *William Wilberforce* would probably be sailing to the Newfoundland grounds.

## Fishing boat safety talks

AN AGREEMENT to hold the first-ever full-scale technical conference dealing solely with the safety of fishing vessels and fishermen has been signed by IMCO and the Spanish government.

The conference is to be held at Torremolinos, Spain, from March 7 to April 2, 1977. The main aim of the conference is to adopt an international convention on the safety of fishing vessels.

The draft of this convention has been prepared by the Inter-Governmental Maritime Consultative Organisation's sub-committee on the safety of fishing vessels. It embraces items similar to those concerning cargo ships in the International Convention on Safety of Life at Sea, 1974. Details concerning watertight integrity are comparable to those stipulated in the International Convention on Load Lines, 1966.

The world fishing fleet is steadily increasing. The raising of the safety standards of vessels and crews to a uniform and internationally acceptable level needs to be urgently resolved, according to IMCO.

The convention expected to be adopted will be of benefit not only to established fishing nations but, in particular, to those countries in the process of building up their own fleets.

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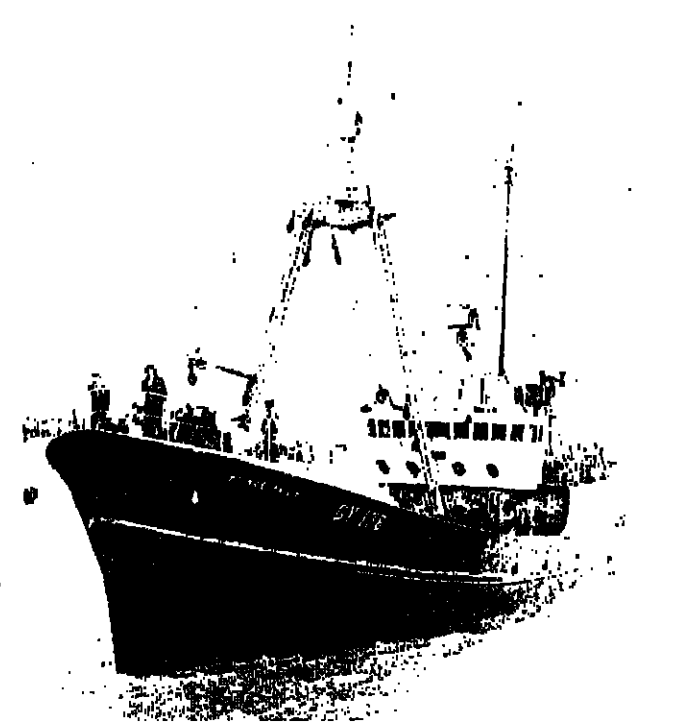
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*Prince Philip* is expected to start her new career as a mid-water trawler on Cornish mackerel. Blue whiting is another possibility for the 14 ft. former distant water aid trawler.

## ...new agency after split

A NEW fish sales organisation was set-up at Grimsby in a surprise move over the holidays.

The move follows a meeting before Christmas at the Fred Parkes (Holdings) Ltd. group of companies and the subsequent withdrawal for personal reasons, of Murdoch MacInnes, managing director of Tom Sleigh (F.S.) Ltd.; Denis Lombard, a managing director of Boston Fleet Fish Ltd.; and David Cox, director and secretary of Fred Parkes (Holdings) Ltd.

Danbrit (Fish Salesmen) Ltd., the new agency, has been formed jointly by Mr. MacInnes and Mr. Cox. It is to be chaired by Michael Burton of Newington Trawlers Ltd., Hull, who is president of the BFF.

Newington is placing two of its new Burton-class multi-purpose vessels with the agency within the next two months to operate from Grimsby.

The firm is presently working from the offices of Sir Thomas Robinson & Son (Grimsby) Ltd., but will be moving shortly to permanent accommodation in Wharnclyffe Road, off Grimsby fish docks.

Mr. MacInnes was formerly manager of the Boston Deep Sea Fisheries. It was Mr. Parkes who put him in charge at Sleigh when the Parkes family split up their Boston group of companies and diversified several years ago.

## WE'VE BEEN SOLD OUT' SAY THE IRISH

## Fishermen split with Government

A MAJOR split has occurred between the Irish Government and the fishing industry. The Government has accused it of reneging on the campaign for a 50-mile limit. The allegation has been denied but the controversy has become a national issue, with the fishermen believing that the Government has lost the Irish case.

Up to now the Irish strongest terms for this Government through its situation. Foreign Minister, Dr. Garrett Fitzgerald, has fought a strong campaign against the EEC proposals on fishing limits. It was backed solidly in a united effort by the fishermen. But then, to allow discussions with outside countries such as Iceland on reciprocal rights for fleets such as Britain's — the Irish Government withdrew initial opposition.

When news came from Brussels that the Irish Government had also withdrawn its claim for a 50-mile exclusive limit anger swept through the fishing ports.

As reported in *Fishing News*, December 17, the Irish Fishermen's Organisation immediately withdrew from all contact with the Government. The action was supported by other fishing industry organisations.

The Irish Fish Producers' Organisation sent an immediate telegram to the Department of Foreign Affairs protesting about the situation. At the time the Foreign Minister was visiting Moscow, where the Russians were expressing interest in a deal to fish in Irish waters.

IFPO chief-executive, James O'Connor, said: "We never expected anything like this. We are absolutely shocked."

The National Fishermen's Branch of the Irish Transport and General Workers' Union condemned the decision. Its chairman, Paddy Daly, said: "It is a systematic deception. The Irish public has been deliberately misled. We condemn the Government in the

60 ft. would be kept outside 20 miles.

Such details have also been outlined to the Irish Fishermen's Organisation, which is not satisfied by them. Frank Doyle, chief organiser for the IFO said it believed that the talk about an interim deal was ridiculous. As the IFO saw it, the Government had given away what bargaining power it had and would have no power left to achieve what it wanted from the EEC.

Our Irish correspondent says that it is hard to understand the Government's position because it is obvious to everyone in the Irish fishing industry that such an interim deal — if it is such — has nothing to offer Ireland. With coastal states being responsible for their own protection and patrolling of the limits, Ireland could not possibly guard such an involved set of regulations. Its total naval power is five vessels. Only one is a purpose-built fisheries protection vessel. The other three are World War II minesweepers and the fourth is a former lighthouse tender converted to a naval training vessel which could also be used on fisheries protection.

The vessel's previous landing had been on November 30 when a landing of 2,821 kits, including 66 kits of haddock, made 289,876, a figure which made a new national record, but this was held for only a few hours before the

NEWINGTON'S *Hammond Innes* topped £89,500 at Hull for a second successive White Sea trip on Tuesday — this time under a different skipper.

This week Skipper Eddie Wooldridge and his crew, out for 24 days, landed a 289,733 catch of 2,825 kits. Although the turn out was 196 kits less than on the previous trip with Skipper Bill Brettell in command, the latest trip had been four days shorter.

The vessel's previous landing had been on November 30 when a landing of 2,821 kits, including 66 kits of haddock, made 289,876, a figure which made a new national record, but this was held for only a few hours before the

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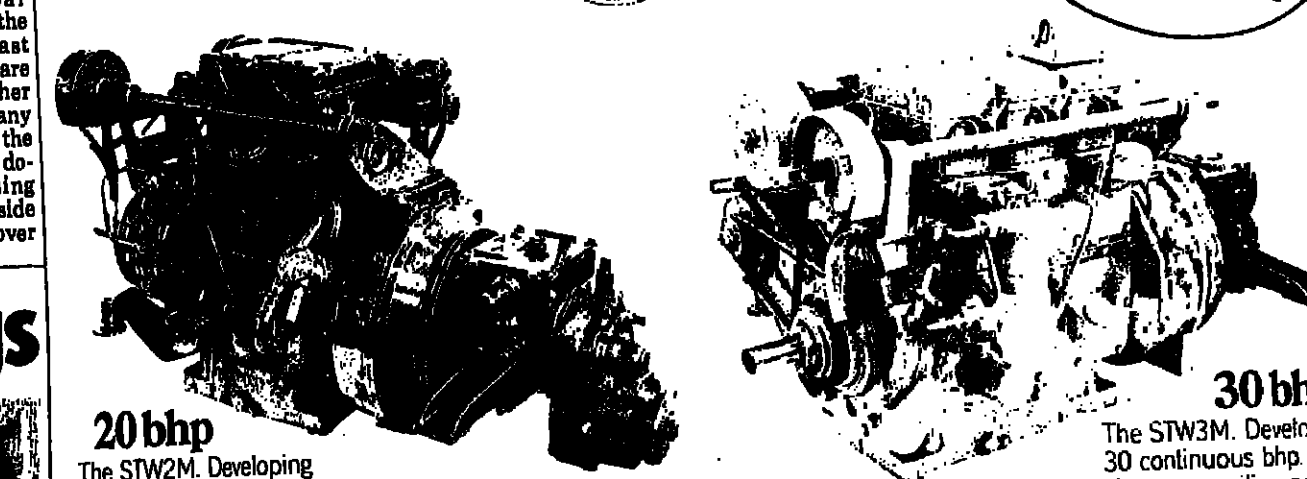
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## From Lister Marine - two new low-profile engines.

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## Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103  
The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

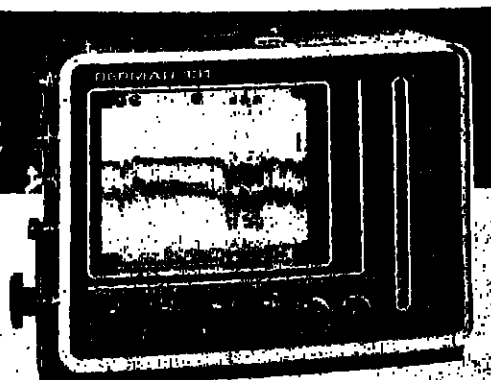
DEPMAR 131  
Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 8 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

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facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

## Happy landings



ABOVE: Skipper David J. Forman (far right) of the Peterhead seine netter *Resplendent* being presented with a silver salver by Charles Middleton, managing director of Peter and J. Johnston Ltd., for breaking the £200,000 barrier in one year. *Resplendent* set a record of £227,087 and, on his last trip, Skipper Forman set a new Scottish seine net record with a grossing of £16,812 for a single trip. The presentation was made at a dinner for the crew and their wives in the Four Seasons Hotel, Longside.



# 'TAINTED' COCKLES HALT PORT

COCKLES have been officially blamed for an outbreak of food poisoning reported to have affected about 600 people in the last three weeks. Fishing at Leigh-on-Sea, Essex, is at a standstill and 70 men have gone on the dole.

According to the Department of Health and Social Security, the common denominator in all the reported cases of illness is at the party and about 100 cockles originating from were affected by the food poisoning.

People in various parts of the country have been struck down by this food poisoning, particularly in the Southampton, Colchester and Birmingham areas. In one

case a large number of people who ate a seafood cocktail containing cockles were infected.

Cockles were also blamed for an outbreak of food poisoning at a buffet party at Security, the common denominator in all the reported cases of illness is at the party and about 100 cockles originating from were affected by the food poisoning.

One pregnant woman, who had been affected, was rushed to hospital the next day and her baby was born one month premature.

Following a warning from

the Department of Health, hundreds of gallons of Leigh cockles have been destroyed at Billingsgate fish market.

Chief Inspector at the market, Gerald Watkin, said that he had banned the sale of Leigh cockles there. Cockles from other areas were still being sold at Billingsgate.

The Worshipful Company of Fishmongers stressed that, unless the Southend Health Authorities come up with an answer, the ban on Leigh cockles will continue.

At Southend Dr. Gilbert Griffin, the local Medical Of-

ficer of Health, admitted: "We are baffled. All laboratory tests have been carried out and the cockles have been found to be clean. We think that we are up against something new and we think this is a virus we cannot identify."

Tests by other health authorities have also failed to produce evidence that the cockles are contaminated. Even so, the cockles are still being blamed for the spate of illnesses.

Tony Meddle, vice-chairman of Southend and Leigh Fishermen's Association, said that although tests had not yet proved that the cockles from Leigh were the cause of the outbreak, local processors had accepted the advice of the public health officer and were not selling their cockles.

Local fishermen have made a formal request to the shellfish laboratory at Burnham-on-Crouch, Essex, for help and tests will be

begun in a bid to find the cause of the problem.

About 90 per cent of the country's cockles are landed at Leigh-on-Sea. In recent years the use of the hydraulic cockle dredge has increased catches and, in 1976, over 7,000 tonnes were processed at the port.

Dr. Griffin stressed that no local ban had been placed on Leigh-caught shellfish but, since over 95 per cent of the Leigh cockle catch is handled at Billingsgate market and they are refusing to accept any shellfish from Leigh, the whole operation had been scuppered.

At Leigh one cockle fisherman said: "Our reputation has suffered badly over this and it will be a long haul getting back to full production. People have been put off cockles following bad publicity on TV and radio."

Local cockle processors have an excellent record for hygiene and cockles are tested weekly by the local Health Authority.

Tony Meddle said: "I cannot understand how it has happened. Our cockles have got a clean bill of health. I eat half-a-pint a day and have had no ill effects."

## OBITUARY

MARGARET, Lady Sleight, widow of the former high sheriff of Lincolnshire and Grimsby trawler owner Sir Ernest Sleight, died on December 30 aged 102.

She was a daughter of Charles Frederick Carter, first secretary of the Grimsby Canal and Tanning Co. Ltd. (now Cosalt), who held this position for 25 years.

Sir Ernest, who died in 1946, was the eldest son of a self-made trawler owner and millionaire, Sir Frederick Sleight, baronet.

Lady Sleight who was keenly interested in such work, leaves a son, Sir John Sleight, four grandchildren, eight great-grandchildren and a great-great-grandchild.

## Man lost

BOYD Line's freezer trawler Arctic Freebooter search for 74 hours last week for a third engineer, Ronald Tay (29), who fell overboard.

The vessel had just left Hull for the White Sea grounds when he was reported missing at about 11.30pm on the Thursday while 30 miles off the Tyne

# BAN ICELANDIC TRIPPERS

GRIMSBY Trawler Officers' Guild has called for a ban on all Icelandic wet fish trawlers landing at the port.

This follows the inconclusive and to the December EEC-Icelandic fishing talks which made a return by any British trawlers to Icelandic waters on January 1 out of the question.

The guild sees the now indefinite withdrawal from Iceland as a major threat to the livelihoods of its 200-strong members and would like support for a nationwide ban on all Icelandic fish, pending any settlement allowing British trawlers on to the Icelandic grounds.

However this decision, which was taken just before Christmas, has upset the port's fish merchants. It is hoping for the chance of a new agreement early this year.

Fishing News it could not back the move by the guild while there is still the remotest chance of some form of deal with Iceland.

He added a ban at this stage could ruin any further talks with Iceland and, until such time as there is a definite 'No' from Iceland, this sort of talk is likely to do more harm than good.

While the association sympathised wholeheartedly with fishermen whose jobs are threatened, he felt certain fishermen would not want to see more unemployment in the town. This would come if processors had to lay workers off because of a shortage of fish which Icelandic trawlers

could fill, coupled with further steep rises in the price of fish.

There was another setback for the guild when the local branch of the Transport and General Workers' Union, which represents trawlermen (but not officers) and lumpsers who discharge trawlers, deferred its decision over any official action against the landings. It is hoping for the chance of a new agreement early this year.

Not surprisingly the likelihood of Icelandic trawlers applying for landing facilities at Grimsby in the immediate future seem very remote. Such a move would only infuriate local fishermen who, despite pleas from their union to keep calm, doubted the record-breaking *Ogri* with obscenities using an aerosol paint can before she left the port at the end of last November. *Ogri* was the last Icelandic to land at Grimsby.

The trawler owners, who plan landings of fishing vessels, are understood to support the trawler officers' guild and could be expected to veto any application for labour.

## Grampian fights for fishermen

AN ACTION Committee to represent the fishing industry is being formed by Grampian Regional Council in Scotland.

The region's Policy and Resources Committee supported Regional Councillor Sandy Mutch's suggestion that it should contact all fishing interests and invite them to a meeting in Aberdeen to discuss the problems confronting the industry.

Councillor James A. S. McPherson, Macduff, said fishing is one of the region's main industries and it is inappropriate that the Regional Council should keep a close watch on the situation. The council had already concerned itself with the question of fishing limits and quotas in relation to the EEC.

The committee was considering the risk of conflict in the Moray Firth between fishing and oil interests following an oil discovery below the Smith's Bank fishing grounds.

Coun. McPherson said this matter was causing considerable concern to the inshore fleet. Oil had been found 15 miles off Brora in about 130ft. of water and there were other parts of the Moray Firth where oil might be located.

The committee received a letter from the Scottish Inshore White Fish Producers' Association Ltd. conveying the strength of feeling among the 400 fishermen from Wick to Peterhead over the loss of fishing grounds due to the industry. It enquired whether the Regional Council could do

anything to protect the fishermen's interests.

Grampian's chief executive, John L. Russell, reported that he had been in touch with the Department of Agriculture and Fisheries on the issue.

In a letter to the Department Mr. Russell stated: "It seems important in the national interest that the existing rights of fishermen be preserved, particularly if the exploitation of an oil field might lead to the virtual sterilisation of ten square miles of a fishing bank."

The Department's reply was that the Government were "very much concerned with the fortunes of the fishing industry and had taken steps over the years to give financial assistance to the industry when that seemed desirable."

The Government, however, had not accepted in principle that it would be right to pay compensation to anyone in respect of loss of access to a particular area of sea.

In his reply Mr. Russell said: "I realise that the question of loss of access is a very difficult one which obviously has to be taken into account in the selection of blocks offered for future licensing."

"The problems which will inevitably arise in the Moray Firth area may indeed highlight the difficulty."

While appreciating the difficulties arising from any scheme to compensate for loss of access, Mr. Russell inquired whether any alternative was being examined by the Government.

## FOS see: Black clouds

THERE are 'black clouds' just when the fishing industry ought to have a bright future.

Ernest Hamley, general secretary of the Fisheries Organisation Society, told the Commons Trade and Industry Sub-committee investigating the industry this at its last meeting of 1976.

He said that unless conservation limits and other measures are pushed to the fullest extent, the industry might lose men and vessels among the best in Europe.

The chairman of the committee, Edmund Marshall, Labour MP for Gower, asked Mr. Hamley whether the European Commission had an adequate staff and expertise. Mr. Hamley put the first at adequate to the point of "superfluity" but said that his expertise needs reinforcement.

## 'St. Patrick' £18,000 up

THE STERN fisher St. Patrick, top trawler of 1976 at Lowestoft, finished well ahead of her rivals in the earnings table.

Figures prepared by the Lowestoft Fishing Vessel Owners' Association show that St. Patrick, owned by the Colne Fishing Co. and skippered by David Bedford, had gross earnings of £227,777 — £18,000 ahead of her nearest challenger. She beat the side trawler St. Thomas, the top-earning trawler of 1975.

St. Patrick has been making ready to go mackerel fishing off the south-west coast. During 1976 she spent 253 days at sea and had a total catch of 9,414 kts.

St. Thomas was the only other vessel on the port to top

the £200,000 mark — and so it was a double success for the Colne company. Skippered by J. Ketteringham, she grossed £208,960 during the year, spending 273 days at sea to bring in a total catch of 8,398 kts.

### Earnings

In third place was Suffolk Chief, owned by Small and Co. and skippered by W. Brighty. She had gross earnings of £198,917 after 286 days at sea, bringing in 8,412 kts.

They were followed by Ripley Queen, Tallman, J. Deacon, £197,526, 280 days, 8,000 kts; Boston Sea Fury, Boston, V. Crisp, £197,362, 286 days, 7,918 kts; and Bentley Queen, Tallman, A. Gill, £191,211, 262 days, 7,902 kts.

## FIGHTING ENDS TRIP

THE trawler William Wilberforce was ordered back from the north-east Arctic by owners Boston Deep Sea Fisheries when drinking trouble broke out at Christmas.

The 688-ton vessel was on her second trip after a lengthy lay up when she had to turn back without a fish.

She sailed on December 20 and had just arrived on the White Sea grounds when, following Christmas Day celebrations, fighting broke out among certain crew members.

The skipper Tom Evans, was forced to put into Honinevaag, Norway, for

some crewmen to receive medical treatment.

Unconfirmed reports stated two men (one with a hand injury and one with a shoulder injury) were admitted to hospital and others also sought treatment.

With the vessel short-handed, Boston told Skipper

Evans to bring William Wilberforce home and she arrived back on December 30.

Estimates of the losses are put at about £10,000. It was thought that six men will appear before Grimsby Port Disciplinary Committee this week.

# 'Hoodwink' by the Belgians

SIR, Since the December 24 issue of *Fishing News*, I have been inundated with telephone calls from much puzzled and angry Sussex inshore fishermen.

These referred to the reply Edward Bishop, Minister of State for Fisheries, is reported to have given Richard Luce MP, when he raised the question concerning the Belgian

fishing fleet's exhaustion of their English Channel sole and plaice quotas.

Frankly, I am puzzled and as frustrated as the Sussex fishing fraternity when reading Mr. Bishop's reply. I am absolutely amazed to think anyone in the Ministry can allow themselves to be hoodwinked into thinking the Belgian beam trawler fleet has yet to take more than its average allocation of sole and plaice.

During 1975 careful note was taken of the concentrated effort made on local sole grounds off the Sussex coast by Belgian fishing vessels. Comparing their catch to the less efficient effort by local trawlers, and only allowing each vessel to take a mere 50wt. of sole during each ten-day voyage, it was estimated the Belgians had exceeded their then quota of 150 tons of sole by April.

When questioned by Ministry officials on how I arrived at such estimates, I was readily agreed the fleet's effort even on a lower catch rate would put them in excess of their quota.

By mid-1975 I was informed that the Belgians had exceeded their quota, yet the fleet from Zebrugge which concentrated their fishing effort off the Sussex coast continued to fish

## LETTERS

without fear of interruption for the remainder of the year.

For reasons best known to NEAFC, the Belgium quota was increased for 1976 whilst our own allocation remained static. Following a similar pattern to 1975 I again estimated, even with the increased allowance, that Belgian fishermen had exceeded their quota of sole by the end of March.

My assumption was confirmed during May, when the Ministry's District Inspector for the South-Eastern Region announced to myself and many Sussex fishermen that the Belgian Fisheries Dept. had confirmed that their fishing fleet had taken their 150 tons of sole by mid-April.

District Inspectors rarely make rash statements, and SE is no exception. He is, in fact, recognised by fishermen for being over-cautious. Therefore, one must take his announcement as fact and the misleading statement offered to Richard Luce MP as nothing more than fiction.

## ...are we so naive?

SIR, There must be thousands of fishermen around the coast who, like me, boggle at some of the statements emerging from the Ministry of Agriculture and Fisheries.

The latest from the Minister of State, Edward Bishop, in reply to question raised by Richard Luce MP relating to the Belgian sole and plaice quota in the English Channel, is by far better than any joke that ever came from behind the footlights of the Hippodrome — it wasn't so serious.

Surely neither Mr. Bishop or any of his staff are so naive as to believe that Belgian fishermen have taken less than

their average quota of sole and plaice from the English Channel.

My colleagues and I have spent a small fortune in supplying the Hastings fishery office with information concerning movements of the Belgian beam trawler fleet and quoting catches Belgian fishermen declare they are getting per haul.

It was well known when comparing our own landings of sole that the Belgians had exceeded their quota. This was confirmed by the District Inspector of Fisheries for the S.E. during May.

He announced that inshore fishermen would be delighted to know the Belgian Ministry

of Fisheries had declared that their fleet had taken their quota of 150 tons of sole by mid-April.

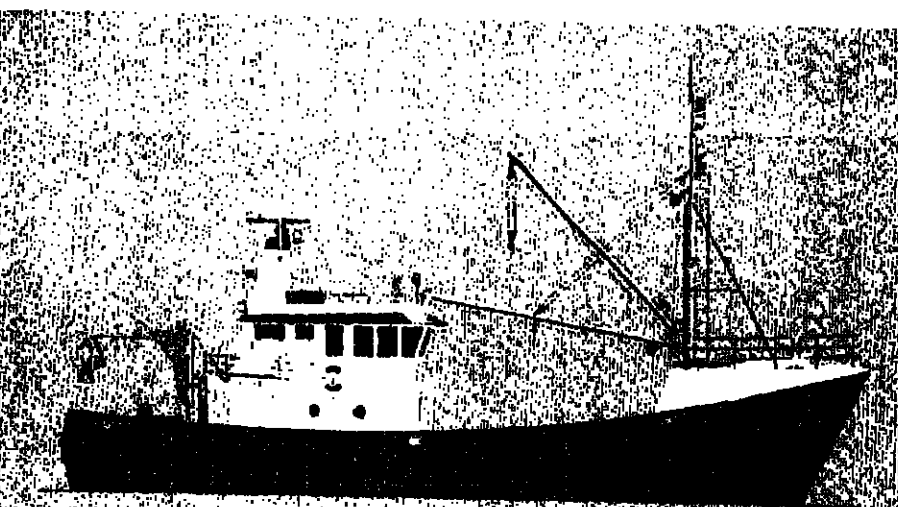
He gave us the impression (quite wrongly) that very soon we would not be bothered for the remainder of the year by this fleet. Yet they have continued to fish throughout for sole.

I feel the Ministry is as confused as I am, for it seems not even the Ministry of State knows what's going. Maybe more sensible statements would be forthcoming if we, or even Mr. Luce, went direct to Brussels.

P. Leach, Vice-chairman Brighton Fishermen & Boatmen's Protection Society.

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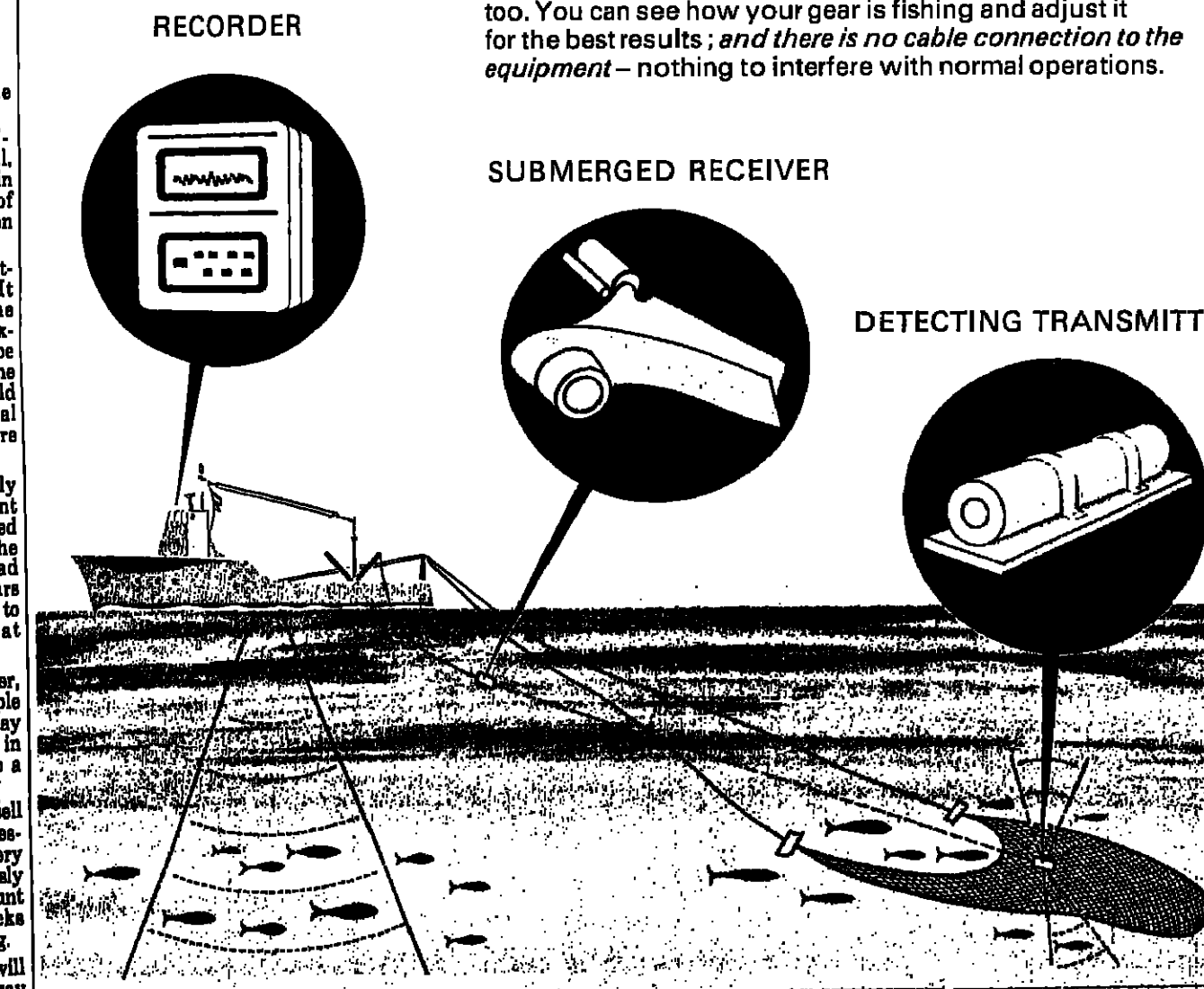
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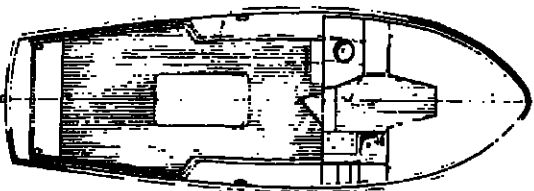
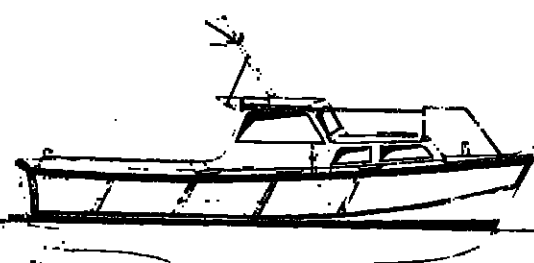
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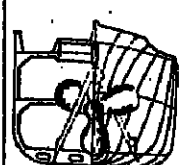
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# Stop rot and rust with lacquer

A PENETRATING lacquer which is claimed to protect timber from deteriorating in moist atmospheres and steel from rusting has recently become generally available.

Known as Unitol, it could prevent penetration of moisture into wood on fishroom linings and prolong the life of scores of steel fittings and surfaces prone to rust in fishing vessels.

To protect timber it is recommended that 25 per cent. of it be added to the first paint coat and that successive coats be thinned with it. If this is done with any except cellulose or vinyl paints, workability and coverage are said to be improved and so is adhesion.

If it is intended to make timber rot-resistant, either copper naphthenate or pentachlorophenol can be added to the lacquer.

Unitol is compounded from alkyl and other synthetic resins, active oils, inhibitors and moisture-repellent, surface-active additives. When applied on its own it becomes touch dry in two hours and fully dry in from 6-18 hours depending on conditions.

When it dries completely it forms a clear, yellowish film which, on account of its closed-pore structure and moisture-repelling properties, inhibits penetration by water and growth of moulds and fungi.

It is usually used on its own or added to a priming coat to protect steel surfaces from rusting. When used this way it inhibits electrolytic action in two ways.

### Penetrate

Initial penetration expels any moisture present and forms a close bond between the lacquer and the bare metal surface. Any rust on the surface is penetrated by it and particles become bound into it, enhancing film thickness.

Once dry, the pore-free structure of the lacquer prevents any penetration of moisture to the metal surface.

A feature about Unitol which would appear to commend it for use in fishing vessels is that steel surfaces do not have to be cleaned down to bare metal before it is applied.

Provided loose rust is removed by hammering or wire brushing, it will encap-

ulate residual rust before it forms a film which prevents further corrosion.

Presumably the lacquer won't last long on surfaces subject to abrasion — links of anchor cables, for instance — but it may well be worth testing on others.

It is supplied in one and two litre screw-top cans or 23 litre drums, requires no thinners and can be applied by brush, roller or spray. After use the spray can be cleaned with white spirit.

The manufacturers — Unibond Ltd., Tuscan Way, Camberley, Surrey — provides an advisory service and has technical representatives all over the UK.

## Almanack back again

YOU MAY be glad to know that after a change of publishers, Olsen's Fisherman's Nautical Almanack has made its appearance for the one hundred and first consecutive year. It has been carefully revised and contains more pages than before.

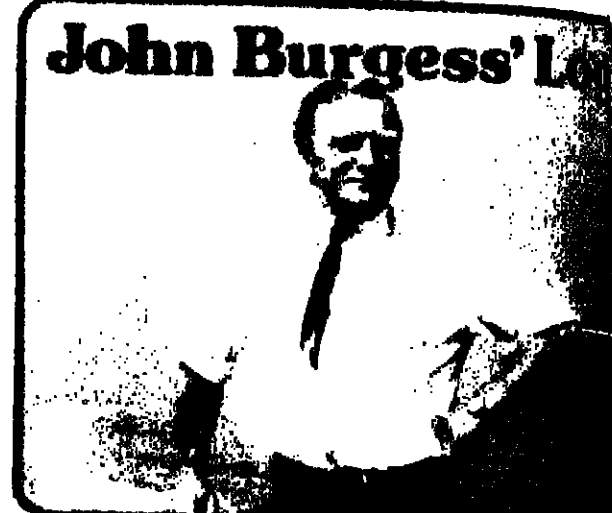
If any publication is indispensable to owners and skippers of all fishing vessels, it is Olsen's. For it contains a wealth of information, sifted and sorted over the years, which has proved to be of practical value.

It is of equal value to aspiring owners and/or skippers for it contains much that they will need to know to achieve their ambitions and nearly worth as much to all connected with the fishing industry who want to be masters of their jobs.

Little of the information contained in previous issues has been omitted from the 1977 one. In fact, dock signals at major fishing ports and postal rates are practically the only items. But there is plenty of new information in it which is likely to be of value to users during the year.

Particulars of the new International System of Buoyage for instance, which are to be adopted in European waters over the next five years, are included and so is the Sea Fishing (Faroes Region) Licensing and Prohibitional Fishing Method Order 1973.

International Regulations



## Almanack back again

for Preventing Collisions at Sea 1972, which are likely to come into force during this year are, of course, included. And so is the Immature Sea Fish Order 1968.

A valuable addition, listed under port facilities, gives the following information about 30 major and minor fishing ports in the UK and a dozen foreign ports likely to be visited by British fishing vessels: position, location, approaches and Admiralty chart which covers the area, quays, equipment for discharging fish, bunkers, repairs, stores, Lloyd's agent and port authority. In the case of major ports, details of mandatory dock and harbour signals are given as well.

Another addition contains extracts from the Fishing Vessels (Safety Provisions) Rules 1975. These are likely

to be of special interest to owners and skippers of over 12 metres (40 ft) in length.

During the course of the 1 receive scores of questions about examinations for certificates of competency, tests, what lights should be carried in different types of boat and where they should be fitted, fisheries regulations and by-laws in various parts of the UK, etc.

Very often answers to questions are to be found in Olsen's Almanack in greater detail than it is possible to include in a few lines.

Copies may be obtained from your local chandlery or otherwise from E. T. W. Dennis & Sons Ltd., Print House Square, Malton, Yorkshire YO12 7BJ.

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## PROPELLER CAGE FOUND

MY APPEAL on November 26 for information about a UK source of propeller cages has brought two replies.

Paul J. Gray and Associates, whose head office is at 14 Arden Drive, Torquay, and whose works are at 3 Station Yard, Ashburton, has made a number of cages similar to the one in the photograph for vessels in south Devon.

It will be glad to supply details of these and to quote for making similar units to fit inquirers' vessels if they send dimensions of their propellers and sketches of the craft's stern profiles.

A reader in Wales has a cage to protect a 20 in. diameter propeller, taken off a Norwegian boat, for sale. I will send his name and address to anyone interested who accompanies his inquiry with an SAE.

He, incidentally, makes an interesting point about cages. He says that they are effective for preventing ropes and nets getting tangled but, if you fit one, it is essential to take special precautions to prevent increased galvanic or electrolytic action in its vicinity and to protect propeller, metal rudder fittings etc. from corrosion.

A well equipped wheelhouse always includes a copy of

Olsen's FISHERMAN'S NAUTICAL ALMANACK

Now in its 101st year, the 1977 edition has been published. It remains the only essential reference for the fisherman and the 1977 edition has been extensively revised and brought right up to date.

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# EEC compensation being abused

CORNISH fishermen have been told that a Common Market hand-out scheme should not be used to promote industrial fishing but is intended for marketing emergencies only.

Under the withdrawal and compensation scheme, vessels bringing in fish in excess of market demand can claim compensation payable from Community funds.

Ben Collins, membership secretary of the Cornish Fish Producers' Organisation

Ltd., said that the EEC had called for moderation following "a certain amount of abuse" of the scheme in the past two winters.

"Cornish fishermen have always been against the over-fishing that the withdrawal scheme seemed to encourage, and certainly against fishing

for fishmeal."

Now the Cornish PO has decided to write to members saying that it does not intend to operate the withdrawal scheme to promote the practice of industrial fishing, and pointing out that the scheme was intended for marketing emergencies only, and that it should be operated as such.

## Hopeman Skipper orders 85-footer

SKIPPER Ian Sutherland and partners of Hopeman, Moray, have placed an order with Campbeltown Shipyard for an 85 ft. steel seiner-pair trawler. Scheduled for delivery early in 1978, she will be the second vessel constructed by this yard for Skipper Sutherland, who took delivery of an 80 ft. seiner from Campbeltown in May, 1974.

In the last 12 weeks the yard at Trench Point, Campbeltown, Argyll, has booked £2½ m. worth of orders for six vessels. The shipyard will now start on a labour recruitment programme to keep pace with the orders.

THE Kessock herring fishing, which usually starts in October, looks like being a complete failure. Several small boats made a number of drags, but caught very few fish and soon packed up.

## AGROUND AT CHRISTMAS



THE 1,080-ton freezer trawler *Ross Vanguard* ran aground about 80 miles north-east of Tromsø, Norway, on Christmas Day.

However, at low water it was assumed the extent of damage was minimal and the men returned aboard.

A Norwegian tug tried without success to drag *Ross Vanguard* off on her own on Christmas Sunday and Boxing Day. She also put divers down to examine the hull where it was submerged.

A second Norwegian tug joined in on December 28 and, at the fifth attempt, the big freezer was refloated around 7 a.m. GMT.

Seemingly little the worse for the grounding, she was turned south for Tromsø and the crew was taken off where a full inspection was by a local lifeboat as a precaution.

At first the full extent of the damage was unknown but the crew was taken off where a full inspection was by a local lifeboat as a precaution.

Both men had previous convictions for similar violence and had been suspended by the Grimsby Borough Magistrates on December 22.

They admitted unlawfully damaging the steering gear of the distant water trawler *Aldershot*, the property of Consolidated Fisheries Ltd.

The court heard how both men drank heavily, largely because of domestic problems, before and after *Aldershot* sailed for the White Seas grounds on November 20.

Shortly after sailing Dobbs told the skipper that Vickers wanted to be put ashore and the hydraulic steering gear was found to be smashed, forcing *Aldershot* to return to Grimsby the next day through busy shipping lanes using only her manual steering.

The police interviewed the entire crew on arrival before Dobbs and Vickers confessed. Dobbs admitted providing Vickers with an axe and

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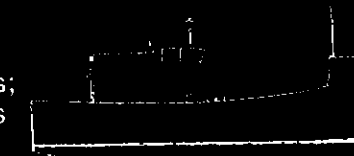
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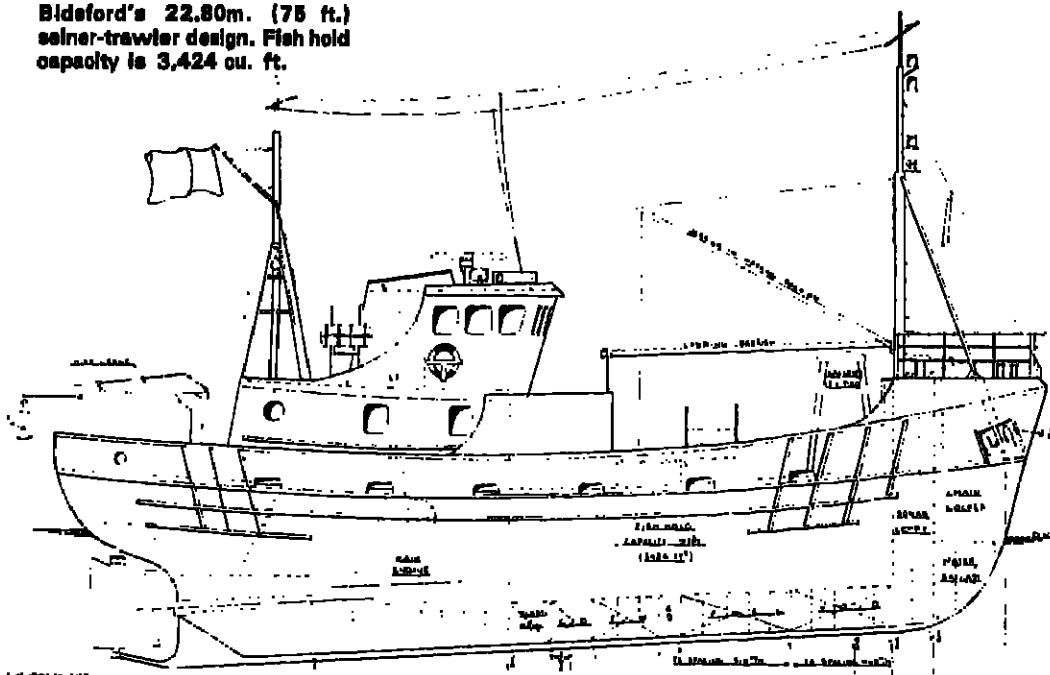
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Bideford's 22,80m. (75 ft.) seiner-trawler design. Fish hold capacity is 3,424 cu. ft.



## Boat designs for 200-mile limits

WITH THE loss of distant water grounds many British trawler owners are now looking to the smaller class of vessel able to fish economically nearer home.

Also, owners of inshore craft realise it is now viable to build larger vessels able to fish anywhere within the EEC 200-mile territorial limits.

Aiming at this market, the North Devon firm of Bideford Shipyard (1973) Ltd. is offering a new generation of designs for vessels less than 100 ft. long and is in a position to move ahead with building work straightaway.

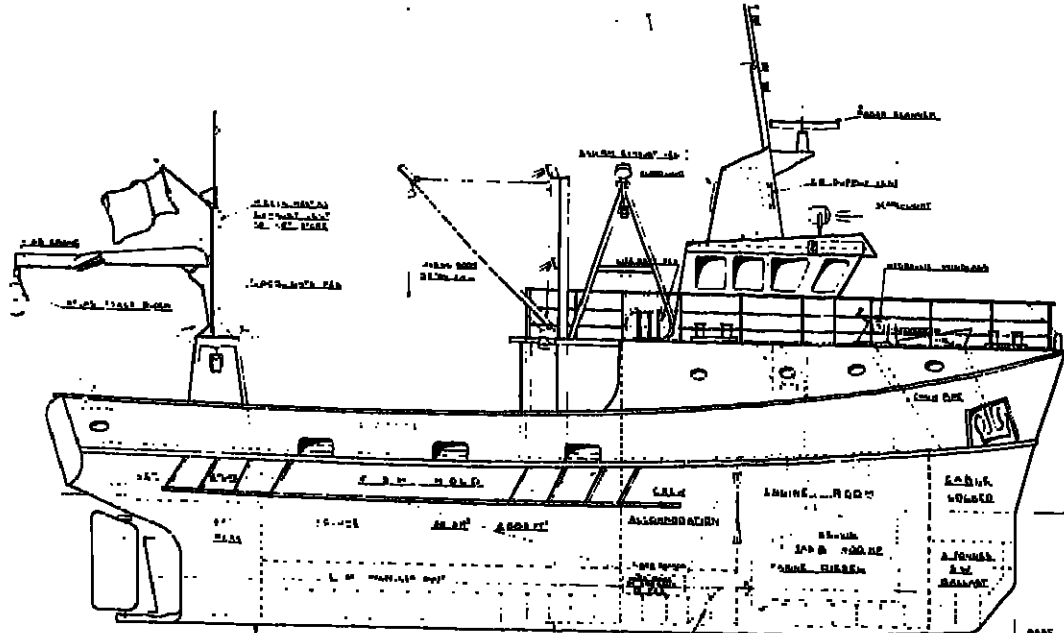
The plans shown here are examples of the range of designs from the yard. However managing director, Graeme Trinder, told *Fishing News*

that the yard is not only offering standard vessels. It will design and build to individual requirements.

The 22.80 m. (75 ft.) seiner-trawler is a larger capacity and up-dated version of recent 75 ft. vessels built by the yard a few years ago, and takes into account all the latest requirements of the Dept. of Trade and various fisheries authorities.

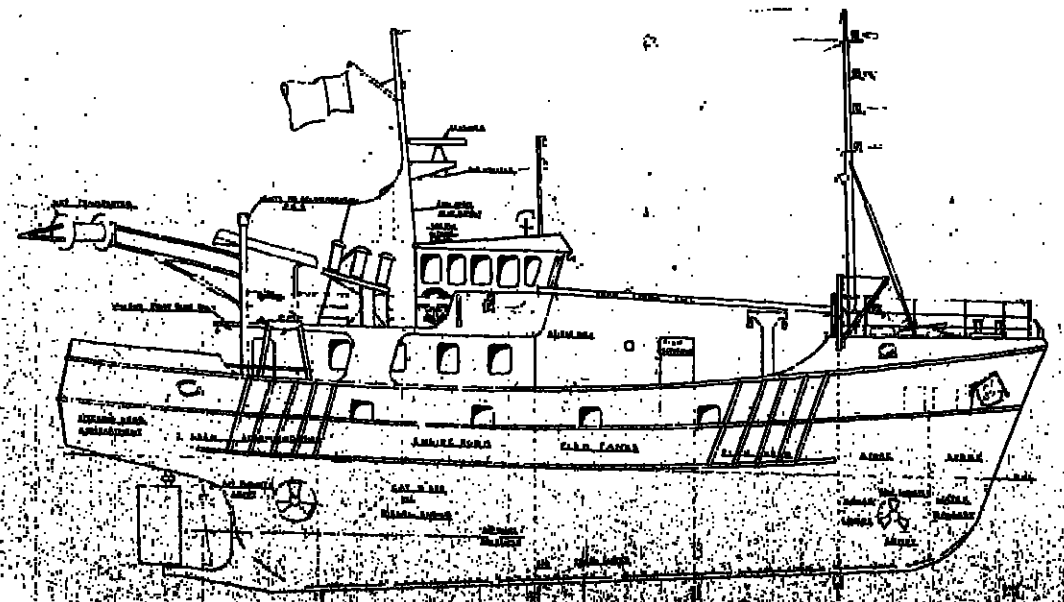
The 21.25 m. (70 ft.) stern trawler is an entirely new design and has the superstructure well forward and a large working deck aft.

Also illustrated is a 27 m. (88 ft.) purse seiner of a layout favoured by Scottish fishermen. She has a healthy beam of 7.90 m. (26 ft.) and the yard believes that, under present conditions, it is more economical to build this type of boat in the UK than abroad.



Above: 21.25m. (70 ft.) stern trawler with 2,885 cu. ft. fishroom. This is a brand new design from Bideford which offers a large aft working deck. Suggested engine is a 400 hp Kelvin and there is provision for sonar.

Below: Bideford claims that, with the falling pound, it is now cheaper to have a purse trawler built in the UK than abroad. The yard's design has bow thrusters fore and aft, fish tanks, V-12 Caterpillar main engine and sonar compartment.



ABERDEEN'S latest stern trawler, the 128 ft. long *Gramplan Chieftain*, will have to fish "where the political situation dictates", says North Star Fishing Co. trawler manager Pat Lynch.

She is starting her fishing career working off the west coast of Scotland and at Faroe under Skipper Robert Leiper. He formerly skippered the side trawler *Scottish King*.

*Gramplan Chieftain* has been built at Goble by the Small Ships Division of Swan Hunter for owners, George Craig and Sons Ltd. The firm's trawler owning division is the North Star Fishing Co.

At her naming ceremony in Aberdeen, Norman Boyd, managing director of the Swan Hunter Small Ships Division, said that the trawler is a child born out of two difficult situations.

The first is that the ship-building industry did not know whether it is going to remain in private hands or be nationalised. Secondly, the fishing industry did not know whether it is going to be able to fish.

David Craig, joint managing director of her owners, said after his wife, Helen, had named the vessel that it is essential for the government to press for a 50-mile exclusive zone for British fishermen. This would allow us to gain control of fishing within these waters and so allow stocks to build up again.

He also said that it is wrong a free-for-all on industrial species should allow immature stocks of protected species to be 'hoovered-up' for fish meal and animal feed.

"Industrial fishing must be curbed and restricted to defined zones where industrial species are found", he said.

Mr. Craig, who is chairman of Aberdeen Fishing Vessel Owners' Association and vice-president of the British Fishing Federation, claimed that the lack of satisfactory answers to fishing problems has created uncertainty, mistrust and frustration within the industry.

Like the firm's other wet fish stern trawler, the 145 ft. *Gramplan Monarch*, *Gramplan Chieftain* is capable of fishing anywhere in the northern hemisphere for both demersal and pelagic fish. The question going through every trawler owner's mind is: which grounds will we be allowed to fish?

*Gramplan Monarch* was first stage in the North Star's rebuilding programme, which has included several 86 ft. pocket trawlers in addition to *Gramplan Chieftain* and *Gramplan Warrior*, her sister-ship due early this year.

Fishing under Skipper Bob Catto, *Gramplan Monarch* spent most of her first year fishing at Iceland. She was Aberdeen's top earning trawler in 1974 with a grossing of around £280,000.

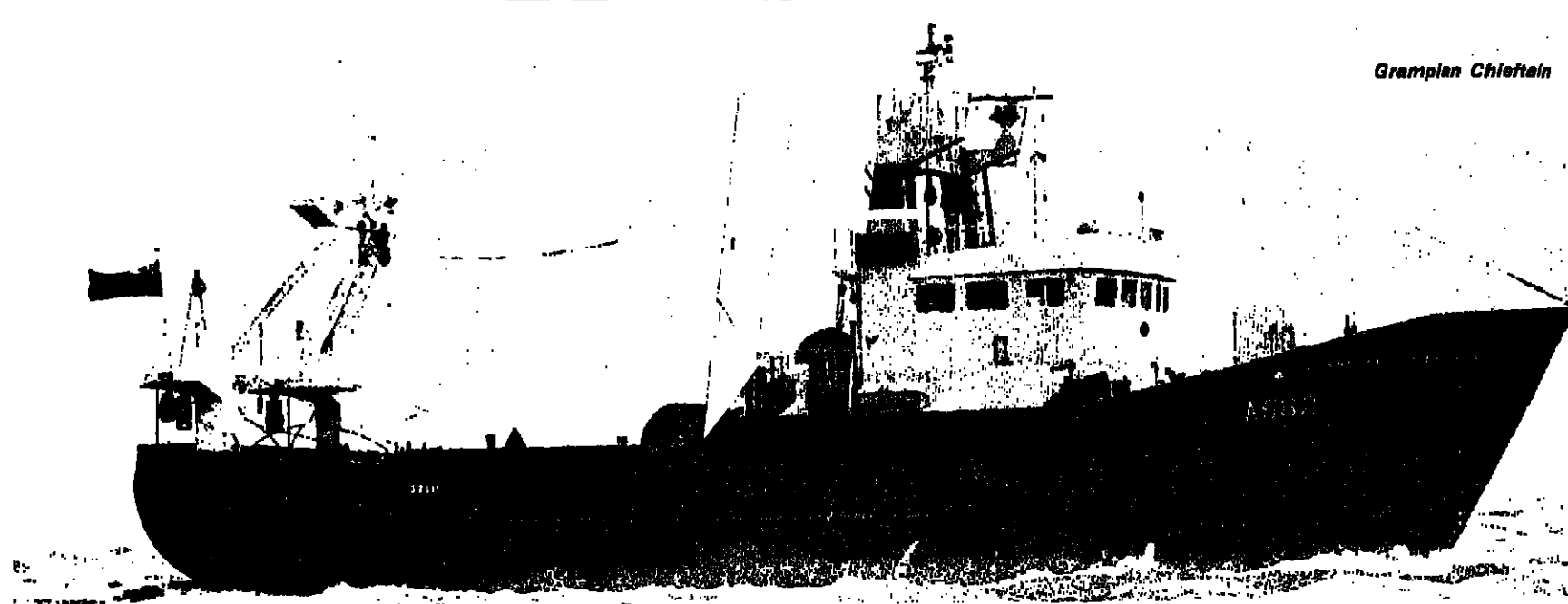
During the last couple of years she was one of the few Aberdeen vessels working at Iceland during the cod war and did as well as conditions there would allow.

The situation today is very different from when *Gramplan Chieftain* and *Gramplan Warrior* were ordered. However, their design is sufficiently versatile to enable them to adapt to future fishing situations.

Basic design of *Gramplan Chieftain* follows that of a number of successful wet fish stern trawlers built by Swan Hunter in recent years for owners in the North Star Fishing Co. and other trawler owners.

# GRAMPLAN CHIEFTAIN

## -first two 128-fters



Gramplan Chieftain

plus high standards of safety and comfort are important considerations.

She is a single screw vessel with partial shelter deck, stern ramp and well flared bar stem. Her length overall is 128.75 ft., registered length, 116.8 ft., length between perpendiculars, 105 ft. 9 in., moulded beam, 31 ft., and moulded depth to trawl deck, 15 ft. 7 in.

She has a gross tonnage of 385.80, net tonnage of 144.21, and has been built under Special Survey to Class +100 A1 Stern Trawler + LMC - UMS in accordance with Lloyd's Rules.

Stability is in accordance with the latest recommendations of IMCO including full ice conditions — and she satisfies all requirements of the DoT and the UK

Below: the aft working deck and stern gannet. Hydraulic Brattvaag's Synchro controls are fitted to aid shooting, towing and hauling her trawling gear.

Trawlers Moe Co.

Below deck is located fishroom as after 'tween steering room. Accommodated on trawl deck forward super Mirrless Blag M diesel engine two banks of a lying back-to-back continuous output speed.

Each bank is its own crank, is coupled to a phasing gear common output.

Below: the aft working deck and stern gannet. Hydraulic Brattvaag's Synchro controls are fitted to aid shooting, towing and hauling her trawling gear.

The engine drives a Hjelset three-bladed controllable pitch propeller housed in a Llaen fixed nozzle, the propeller being engaged through a hydraulically-operated multiple disc friction clutch controlled locally by hand or pneumatically from the wheelhouse. Propeller pitch is controlled from the engine room or wheelhouse.

There is a power take-off at the forward end of each crankshaft on the main engine.

The engine room alarm system, of Rotzaco make, is designed for manned and unmanned conditions.

Below: the aft working deck and stern gannet. Hydraulic Brattvaag's Synchro controls are fitted to aid shooting, towing and hauling her trawling gear.

and a group repeat panel in the wheelhouse.

The control cabin in the engine room is of particular interest in this smaller type of stern trawler. It is sound-proofed and also has large windows giving a good view of the wheelhouse, and the combined steel bipod mast and stern gantry is located aft.

Although the engine alarm panel is in the control cabin, there is also a flashing light and siren fitted over the main switchboard in the engine room to warn the engineer of a fault should he be elsewhere in the engine room.

*Gramplan Chieftain's* demersal net will be hauled into the single arena on the

main trawl deck, while the pelagic net is handled by the net drum on the after end of the bridge deck.

A steel combined bipod mast and funnel, bearing the gilson sheaves and blocks, is fitted on the after end of the wheelhouse, and the combined steel bipod mast and stern gantry is located aft.

Hydraulic Brattvaag of Norway supplied the split trawl winches, two gilson winches, two outhaul winches and the net drum.

The type DIA10U trawl winches are fitted at the forward end of the trawl deck and each consists of one drum capable of holding 1,500 fathoms of 3½ in. wire.

Below: the aft working deck and stern gannet. Hydraulic Brattvaag's Synchro controls are fitted to aid shooting, towing and hauling her trawling gear.

overflow valves to give the hauling speed range dependent on the load.

Within each speed range, the hauling speed can be steplessly controlled from zero to maximum and the winch has the following duties:

1st. layer 14.7 tons at 0-46 m/min. 7.4 tons at 0-89 m/min. Mid-drum 10.5 tons at 0-85 m/min. 5.3 tons at 0-97 m/min. Full-drum 8.2 tons at 0-83 m/min. 4.1 tons at 0-125 m/min.

The trawl winches are fitted with the Hydraulic Brattvaag Synchro 1000 and 1010 control systems.

Below: the aft working deck and stern gannet. Hydraulic Brattvaag's Synchro controls are fitted to aid shooting, towing and hauling her trawling gear.

Above, left: part of the 9,000 cu. ft. fishroom. The unloading hatch is designed to open in port only. Above: fish-finding aid includes Furuno's FUVII Universal Graph multi-stylus echo sounder.

automatic synchronisation of the warps during shooting and hauling. With the Synchro 1010 there is much greater control of the fishing gear.

Warp tension is automatically adjusted when the boat turns, or is towing across the tide, and the winches will also haul in or pay out warp in conjunction with the vessel's motion. This gives a smoother passage for the net.

The system allows warp to be paid out, or hauled in, slowly enough to prevent the net collapsing if it has to be adjusted to a different depth.

If the net catches on a fastener, the winches will increase power to a pre-set limit. If this does not pull the net clear, the winches will pay out warp and an alarm system operates. The Synchro 1010 also allows a pre-set length of warp to be paid out or hauled.

The net drum is driven by an MA3 motor and has the following pulls:

1st. layer...8.4 tons at 0-51 m/min. Mid-drum...3.2 tons at 0-102 m/min. Full-drum...2.0 tons at 0-165 m/min.

The two type A10M gilson winches, each fitted with one wire drum and a cast steel warping head and driven by an MA10 motor, lie aft of the trawl winches. Each can take a 10,000 kg load at a hauling speed of up to 34 m/min.

Lying aft, near to the stern gantry, are the two type AC-3 outhaul winches. Each has a clutchable centre drum

and a cast steel warping head, the warps driven by an MA3 motor. Also, each can take a 3,000 kg load at a hoisting speed of up to 90 m/min.

A console for complete pneumatic control of the trawl winches and net drum is fitted in the after end of the wheelhouse.

Speed of the gilson winches — and the clutch which engages the hydraulic power pack on the main engine — is also controlled from this position.

The demersal and pelagic towing blocks were made by the Globe Boiler Ship Repairing Co. Ltd. of Hull.

The demersal blocks on *Gramplan Chieftain* are of a patent design which allows them to be opened so that, after the other boards have been chained off at the gantry and unclipped from the warps, the cables can be dropped into the stern ramp. A special locking device prevents the blocks from opening accidentally.

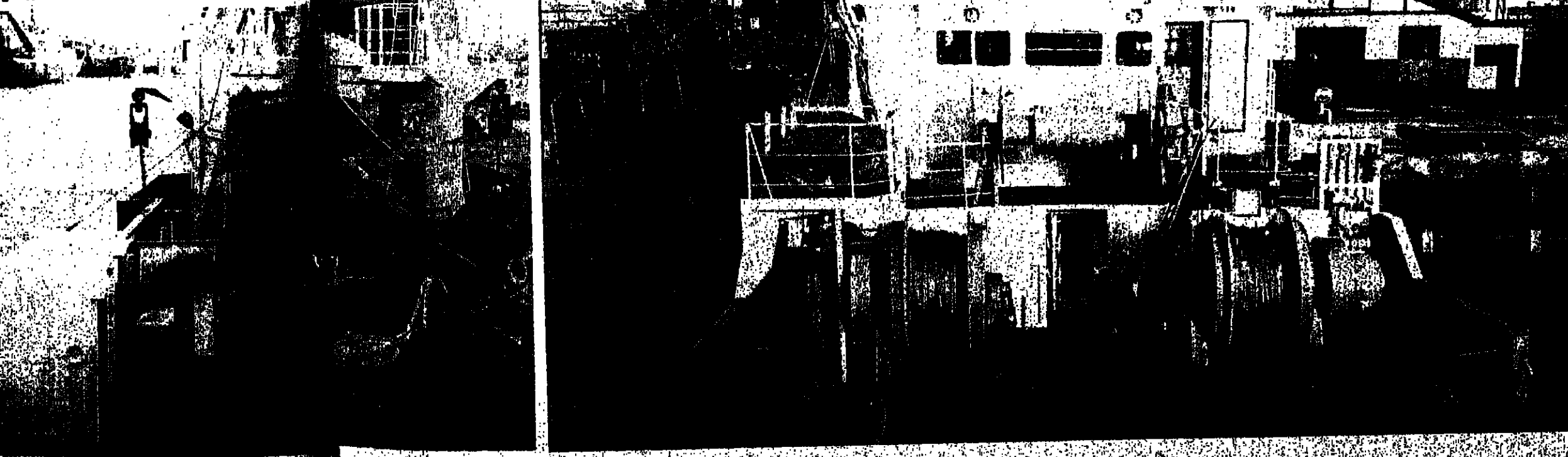
Hand-operated perforated steel gates are fitted at the head of the stern ramp and the fish hatch is operated by local pneumatic controls.

Catches fall from the cod end through this hatch and down a chute to the gutting area for sorting.

Fish between 10½ and 17 in. long are handled by a Shetland ONE 7 Mk. 1 gutting machine with a conveyor to the fish washer. Larger fish are hand gutted at a bench fitted with 'inkwells' for disposal of the guts to the

The Synchro 1000 permits hydraulic braking when shooting the gear and

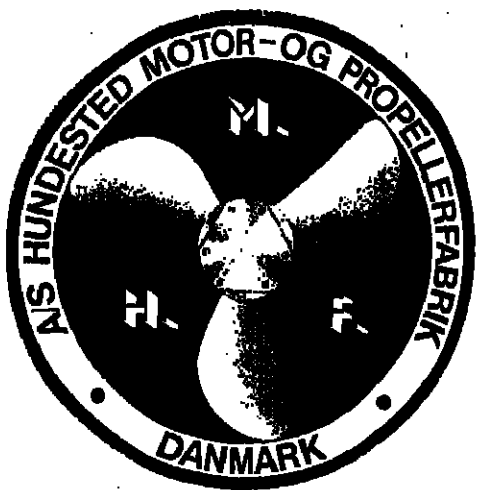
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## PETERHEAD a monthly report

THE North Sea haddock fishing ban has been the main talking point at Peterhead during the last few weeks.

Seiners based at the port brought a colossal amount of fish home just before the start of the ban and, during the week ending December 4, some 36,490 cwt. was sold for £897,213.

This was by far the most ever paid for fish in one week at any Scottish port.

Peterhead's well known boatyard, Richard Irvin and Sons Ltd., has received the order to build an 86 ft. wooden cruiser-sterned seiner-boat for Skipper William Smith of Lossiemouth.

Three years ago Skipper Smith had the 72 ft. *Sunbeam* built at the same yard and he has been so pleased with her performance that he was eager for Irvin to build him a bigger vessel.

Work has just begun on making the moulds for the vessel's framework. She will be a slightly larger version of other boats built at the yard in recent years — and the 102nd. vessel built by Irvin since the yard set up business in 1914.

When the annual sprat fishing got underway off the Tyne a number of Peterhead boats joined in.

These include the 86ft. steel boats *Unity*, *Starlight*, *Constant Friend*, *Brighter Dawn*, *Summer Dawn* and *Morning Dawn*, plus the wooden boats *Kathleen*, *Devotion* and *Star of Peace*. *Starlight*, *Constant Friend* and *Brighter Dawn* moved to Shields after spending the autumn trawling for herring and mackerel off the Scottish west coast.

*Morning Dawn* and *Unity* had been white fish pair trawling together from Peterhead, while *Summer Dawn* had been industrial fishing for pout.

The three purse seiners *Vigilant*, *Pathway* and *Lunar Bow*, owned by the Buchanan family, recently came home from the west coast after having a good mackerel fishing in the North Minch. *Vigilant* has now gone to Norway to have a full length shelter deck fitted.

The 100 ft. vessel was the third built by Sigbjorn Inverness at Flekketfjord for

the Buchanan family. She was delivered in 1976, while *Lunar Bow* was built in 1970 and *Pathway*, 1973.

Early in December the Spanish-built vessel *Alcarra* was lying in Peterhead.

It is understood that she is to try out various types of fishing gear under the auspices of the White Fish Authority as part of its programme to help develop the fishing industry in Saudi Arabia.

The vessel took delivery of a purse seine in Peterhead and carried a pelagic trawl around her net drum. She is of stern trawler layout, with her superstructure forward, and she has been extensively refitted at a Humberside shipyard (*Fishing News*, December 17).

Skipper William Buchanan of the purse seiner *Vigilant* is commanding the boat during the trials.

The net-making division of the Caley Fisheries Group Ltd. has designed and made a new seine net which has been successfully tried out by Skipper Andrew Buchanan and the Peterhead seiner *Favonius*.

Chief feature of the net is that it has long and deep wings designed to give the net a higher opening.

It is a two-seam net with a headline length of about 180 ft. and footrope of 200 ft. There is only a very gradual taper towards the wing ends.

Wing and forenet meshes measure 6½ in., there are 600 meshes around the fishing circle and the net is used with sweeps measuring around 25 fathoms.

*Favonius* worked the net for five or six weeks, before the start of the haddock fishing ban, and each week made landings of not less than 500 boxes.

The net proved to have a high catching rate and *Favonius* was often able to spend one day less at sea than other boats, yet still catch the same amount of fish.

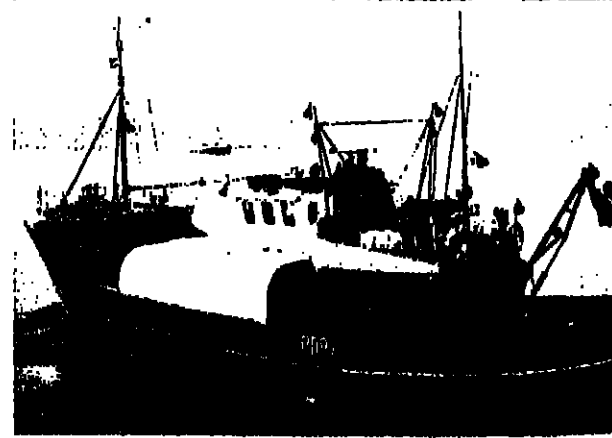
Her crew says that the net is easily worked and performs very efficiently.

*Favonius*, built at Berwick in 1969, is 80 ft. long. Last year she was fitted with a new 560 hp Caterpillar engine and Fishing Hydraulics rope storage reels.

The 80 ft. seiner *Daisy*, built at the Richard Irvin yard in 1974 for Skipper



Above: the Spanish-built research vessel *Alcarra* is to take in WFA resource development trials in Saudi Arabia. Below: purse seiner *Vigilant* has gone to Norway to have a full-length shelter deck fitted. Bottom: *Duthies II*, the 80ft. seiner, has just fitted with a GRP shelter deck from a Macduff firm.



James Bruce, was only the fourth Scottish vessel to have seine rope storage reels fitted. She was supplied with a two-drum set of reels made by Fish and Ships Gear of Norway through the Filton firm of Fishing Hydraulics. They were designed to carry 13 coils of 3 in. rope each and had flanges of steel plate. Since that time rope reels have become the rule rather

than the exception on Scottish seine net vessels. As some of the earlier ones were somewhat small, modern requirements, *Duthies II* now has a larger set.

Of the latest design, the spoke flanges made of mild steel, they were manufactured and supplied by Fishing Hydraulics and have a capacity for 17 coils of 3 in. rope.

Shelter decks are growing in popularity in Scottish seine net fleet.

Latest Peterhead boat to be fitted is the 80 ft. *Duthies II*, built at Faversham, Kent, 1973 for Skipper J. Duthies.

The shelter has been made of GRP by the firm of Jotun-Henry Clark, which has already made a number of shelters for Peterhead boats.

Strength has been added by laminating the GRP with aluminium framing and the structure has added weight and strength of aluminium.

The aluminium framing is totally enclosed in the GRP so that it will not corrode. In addition, a heat resistant is built into the structure. This will make warmer for the crew work below the shelter.

GLORIA WILSON

## No festive buying at Grimsby sales

THERE WAS a disappointing prelude to the long Christmas and New Year break at Grimsby where the demand for fish collapsed in the three-day spell of trading before the markets closed late on December 22.

Supplies of just over 20,000 kits from eight White Seas trips, 12 near/middle water, four pair teams, plus one seiner and a handful of inshore boats were the heaviest landings in weeks, but they brought little Christmas cheer to the owners as quayside prices dipped alarmingly.

After the recent clamour for 'fish at any price' salesmen had their work cut out to raise much enthusiasm and were selling heavily on, or just above, the minimums.

Although the last market of the year rallied marginally, over a thousand kits, mainly dogfish, found no bidders at all over the three days and went for meat.

Only improved catches by most vessels kept the grossings looking respectable with BUT's *Ross Kashmir* (Skipper John Roberts) heading the list with a mere £45,196, on the best market of the week, from 1,705 kits of codstuffs and haddock after 22 days to the White Sea.

Just behind came a similar trip from the Boston Group's *Boston Comanche* (Skipper Albert Hollington) with 1,812 kits which grossed £43,230 from a 25-day trip.

Consolidated Fisheries' *Crystal Palace* was the only trawler to get into any White



Ross Kashmir — top-tripper on a poor market.

Seas place, but the weather closed in on the 140-footer and Skipper Jimmy Hodson ended up with a 50-50 landing of flat and cod of 1,486 kits to net £39,871.

### Meal

Despite the slump, Con-sol's rounded off the year profitably as *Spurs* (Skipper Mick Ward) and *Notts Forrest* (Skipper George Russell) chalked up 1,676 and 1,536 kits apiece to gross £41,747 and £41,338 respectively.

Both trawlers landed big cod and haddock catches after long trips to the White Seas and might easily have set new company records on more buoyant markets.

It was also a case of 'what might have been' with the near and middle water vessels. Top-tripper *Ross Zebra*, back from a 17-day Faroes-Westerly voyage with a big catch of 1,008 kits, grossed £21,368 but Skipper Albert Hollington's chances of a Christmas record vanished when 292 kits of dogs went unsold.

Owners BUT unluckily suffered similar treatment

Nor did H. L. Taylor Ltd. escape with 364 kits of unsold dogs out of 920 landed by *Yesso* (£13,210) and *Kyoto* (£13,130) losing 108 kits from 543 kits.

In this section only quality catches of cod and haddock, plus cod, prevented some real disasters.

The depressed prices ruined a remarkable seining trip by the Sleight-argued *Tanana* (Skipper Aage Lund) which made only £5,049 from 170 kits and the tale of woe was maintained by the pair trawlers which fell victims to several broken trips.

Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

But conditions in fishing today mean that what were once good reasons for choosing Kelvin are now even better reasons.

Reliability, economy and easy maintenance mean that more of the profits are going to you, not going to keep your diesels going.

Sturdy construction and generous metal tolerances, allied with low-revving characteristics, spell exceptionally long-life.



Jim Wainwright presents Ken May (right) with a gold watch.

FISH filleter Ken May has retired after 25 years with Associated Fisheries and Foods Ltd. in its London Factory.

At a reception at the depot, he was presented with a gold watch by Jim Wainwright, national sales manager of the company.

Mr. May replied to an advertisement for a fish filleter to work for Bennetts Billingsgate (part of Associated Fisheries and Foods) and moved with the firm to Varcoe Road, Bermondsey, in 1964.

Associated Fisheries Ltd. has a staff of 85 and 20 vehicles delivering in a 50-mile radius of the depot. It offers a daily service in the West End, and is the largest supplier to London of wet fish frozen range.

To quote Mr. Wainwright: "A company is only as good as the people who work for it. We are proud to be able to offer the trade a service based on the experience and skills of men like Ken May."

Try Kelvin, and see.

## Kelvin

Quality marine diesels; 10-500 shp

## Today, more than ever, you need Kelvin diesels.

## Grampian Chieftain

From page nine

slushwells for pumping overboard.

After passing through the stainless steel fish washer, fish go along a chute to the hatch in the fishroom bulkhead.

With a capacity of 9,000 cu. ft., the fishroom is insulated on sides and end bulkheads with foamed polyurethane, lined with marine ply and sheathed with aluminium alloy. The deckhead is insulated in a similar way and finished with marine ply.

Stanchions, battens, shelves and division boards are of light alloy. The fish discharge hatches are arranged to be opened in port only.

Accommodation for a total complement of 15 is arranged in single, two and three-bath cabins. Safety precautions and the use of fire-retardant materials are to current requirements.

Fish finding aids include a Kelvin Hughes MS44 echo sounder with BL1 Scale Extension Unit, and a Furuno 1000 Universal Graph multi-stylus echo sounder to give both graphical charting and visual indication.

Communication and navigation equipment is, in the main, from Decca and Marconi.

Decca has supplied a 350T Track Plotter, Mk. 21 Navigator, Loran C type L81, Mk. 2, RM928 radar

and 110 battery-operated radar, and 450 automatic pilot.

Marconi aids include a 10-station talk back system and Warden 11 Watchkeeping Receiver.

There is also a 'Sailor' RT144 vhf radio telephone by S.P. Radio.

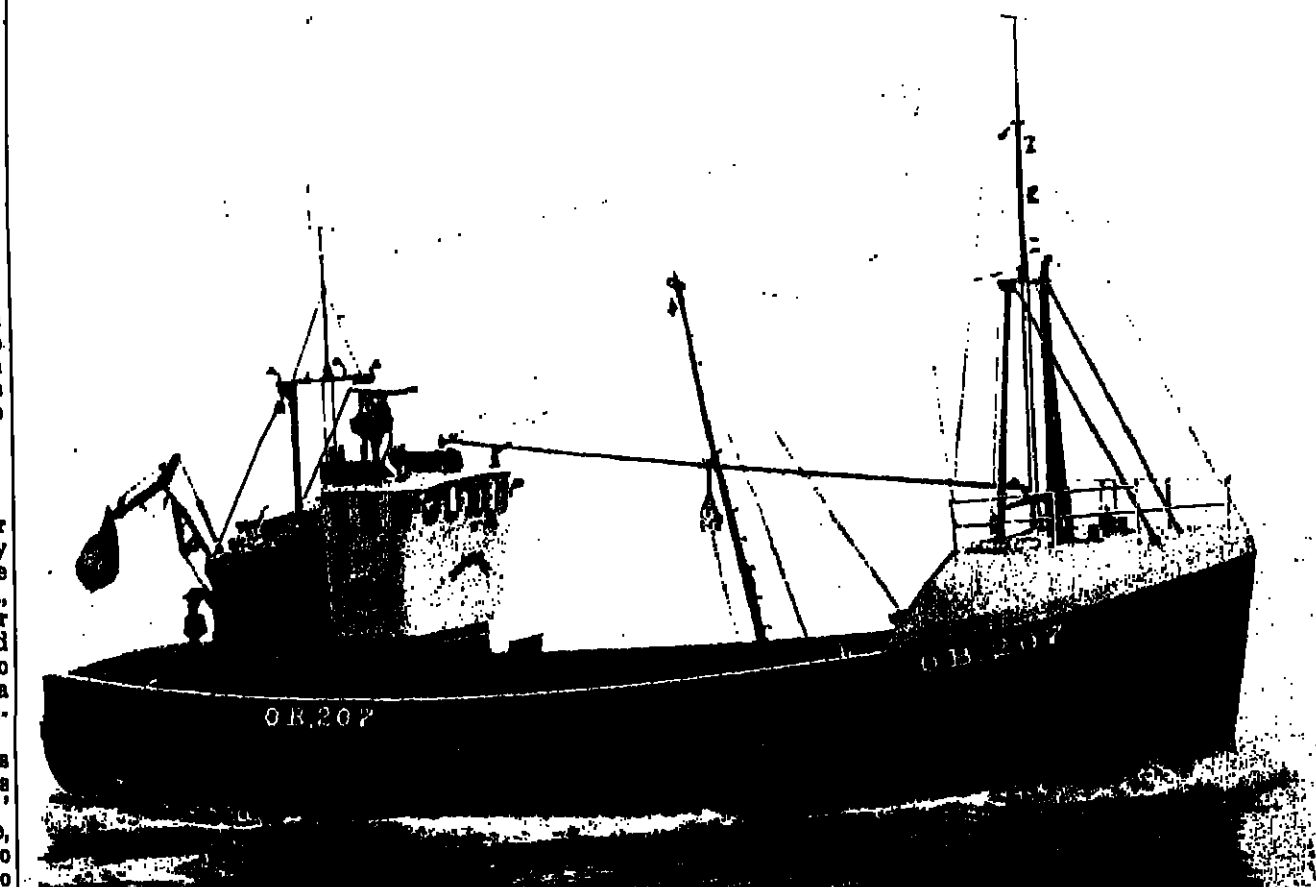
A Ben Amphitrite speed log is also fitted in the wheelhouse and there is a non-electric phone link to the engine room should there be an electrical failure.

### Steering

The hand and power operated steering gear is by Frydenbo and there are five steering methods: by wheel, autopilot, an auxiliary tiller near the winch console and two portable tillers. Two rudder motors are fitted as a safety measure, one as standby.

A small radio room leads off the wheelhouse and it is fitted with a 'Sailor' T122/R105 radio telephone, T128/R105 emergency radio telephone RT144 vhf radio telephone, and Herald entertainment receiver.

Located on main deck level, the galley is equipped with a Kempa 6kW RS95 electric cooker, Valentine deep fryer, Best deep freeze cabinet and Trinity fridge. A serving hatch is fitted between galley and messroom where there is an Electroway food warmer.



M.F.V. DEPLANT a 65 ft. wooden hull fishing vessel powered by an 8-cylinder TASC Diesel developing 415 shp. This vessel of Transition-sterned design with a forward engine installation was built by Thompson of Buckle for Mr. William "Zander" Forbes.

A management company of



Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL Telephone 041-332-1266



# Stumbling through '76

1976 ENDED as it began — in dispute with Iceland. It was a year of indecision which saw the fishing industry stumbling from one crisis to the next. And it was a year which bred increasing cynicism towards politicians who were supposed to be working out a new course for the British industry within the EEC. The only decision fundamental to the future of fishing last year was to extend UK limits to 200-miles by January 1, 1977. But even this action begged the all-important question of how much of these newly-won waters would be exclusive to our fishermen within the EEC. So, what was supposed to be a year of destiny for fishing, finished up with all the questions posed in January still unanswered by December. Here we look back over the turbulent months of 1976:

**JANUARY** The most serious clash in the cod war. Two armed ships — navy frigate *Andromeda* and Icelandic patrol boat *Tyr* — collided. Foreign Secretary, James Callaghan, announced the Navy would be withdrawn and Iceland's Prime Minister invited to London for talks. Off the Scottish west coast, herring fishermen were really getting down to spinning out their meagre quota, with a self-imposed nightly limit on catches. With earnings of £206,000 Anstruther skipper, 'Dave' Smith, again took the top seiner title for 1976 in *Argonaut III* and lived up to his predictions of better prices and more fish in 1977. He is on the £250,000 mark for 1976.

**FEBRUARY** Four days of talking with Iceland produced nothing. Iceland warned that one more week cutting incident and the Navy would go back to Iceland. Government doled out £100,000 in compensation for lost earnings. Exclusive 200-mile limits became 'pie-in-the-sky' as the EEC Commission made it plain that it favoured 12-mile zones in Community waters with a quota system applying outside. Irish fishermen threatened to enforce their own 50-mile limit.

**MARCH** Bottom drops out of the Humber market. Imports were flooding in and hard fought for catches off Iceland were not even making withdrawal prices. Herring men were in trouble too. With 'rubbish' fish being taken, both buyers and fishermen requested — and were granted — a shutdown of the west coast herring grounds until May. Two Scottish pursers, *Challenge* and *Conquest*, go up for sale. The resilience of the herring men was evident: six purse seiners went out and struck some huge catches of mackerel in the North Sea. Off the English south coast, a scallop boom was giving small ports a taste of the big time.

**APRIL** 'Restraint' is the watchword at Iceland. British trawler chiefs agree to limit the annual catch rate to 100,000 tons in a bid to bring about a peace deal. On shore, there was better news as a big upturn in the sales of frozen fish created over 200 more jobs in Humber-side factories. Merchants, too, rested more easily at night when an investigation by the Price Commission found their profit margins 'reasonable'.



Fish caught off Iceland under the protection of the British Navy is tipped away for fish meal during March. Soon after there was an acute fish shortage!

called for the nationalisation of trawler companies and fish processing firms.

**JULY** Fisheries Minister, Fred Peart, takes a hammering in the House of Commons over the Government's weak stand on fishing limits in the EEC. Anger stoked by a newspaper report that most of Scotland would be protected by only a 12-mile limit. Restrictions at pay-off for trawlers with a licence to fish. At Hull, Grimsby and Fleetwood, Icelandic trips put trawlers back in profit as some landings climbed over the £50,000 mark. Boom in Scottish white fish pair trawling as herring men, burdened by quotas, switch over with great success. Pair trawling also in the news at Grimsby where skipper Jens Bojen and John Richardson brought back a £34,461 port record landing after 11 days at sea. The Government warned by Scottish fishermen that the North Sea haddock quota would be gone by October.

**JUNE** Peace on the Icelandic grounds and the terms are hard. Just 24 trawlers allowed on the grounds at any one time — half the previous catching effort. While Foreign Secretary Anthony Crosland called the six-month deal "A practical and common sense agreement", the words used in the fishing ports were "surrender" and "sell-out". Depressed catches and earnings made it impossible for many fishermen to manage repayments on boats. The Herring Industry Board revealed that 20 per cent are behind with repayments and the White Fish Authority had 285 borrowers in arrears. Talks progressed on the decausalisation of the trawler industry and the Transport and General Workers' Union

**AUGUST** A new national wet fish record. Skipper John Meadows in *Ross Revenge* hits £75,597 at Grimsby from a 21-day trip to Iceland. For 60 other fishermen at the port things did not look so good. They faced the dole following repossession of the eight-strong Sir Thomas Robinson fleet by the White Fish Authority. An attempt by the Ministry at a meeting in London to end the feud between Scottish and local boats on the Cornish mackerel grounds ends in failure. Faroe announces her intention to establish a 200-mile fishing limit. The now dissolved Scottish and British Trawlers' Federations have made way for the new British Fishing Federation.

**OCTOBER** Humber pair trawlers gearing up to go mackerel fishing off Cornwall. At Hull, Skipper Bill Brettell in *C.S. Forester* was only just short of the national record with a £75,082 landing and he was predicting a six-figure grossing by Christmas. It took 30 shots from the Irish Navy to halt a poaching 296 ft. Russian trawler. The Russians also active at Grimsby where the carrier ship *Prionizhsk* landed 600-tons of frozen fish. Ireland gets tough with poachers. Instead of paying up £102,020 after being caught inside the 12-mile limit, the Bulgarian trawler *Aurelia* had her catch and gear confiscated. Below: one problem settled in 1976 was the long-running saga of the Peterhead trawler *Silver Lining*. Aptly renamed *Persevere*, she was lengthened and brought back into fishing after being withdrawn from service for two years.



## Catches and Prices

### TOP LANDINGS LAST WEEK

**GRIMSBY**  
Distant Water  
£45,917: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,706 kits, WS, 22 days.  
£43,230: *Boston Comanche*, Boston (Sk. A. Hollington), 1,612 kits, WS, 24 days.  
£39,658: *Ross Kelvin*, BUT (Sk. B. Stokes), 1,497 kits, WS, 23 days.  
£35,721: *Ross Kipling*, BUT (Sk. D. Keetley), 1,327 kits, WS, 24 days.  
£29,011: *Volesus*, Boston (Sk. E. Grant), 1,111 kits, WS, 23 days.  
£41,747: *Spurs*, Consol (Sk. M. Ward), 1,576 kits, WS, 23 days.  
£41,388: *Notts Forest*, Consol (Sk. G. Musell), 1,536 kits, WS, 22 days.  
£39,871: *Crystal Palace*, Consol (Sk. J. Hodson), 1,485 kits, WS, 24 days.  
Middle water  
£21,368: *Ross Zebra*, BUT (Sk. J. Waddingham), 1,088 kits, W, 17 days.  
£18,555: *Ross Cougar*, BUT (Sk. J. Major), 771 kits, W, 16 days.  
£15,478: *Ross Panther*, BUT (Sk. G. Cunningham), 747 kits, W, 18 days.  
£13,210: *Yesso*, Taylor (Sk. P. Brown), 920 kits, FW, 15 days.  
£13,130: *Kyoto*, Taylor (Sk. J. Dacombe), 643 kits, W, 14 days.  
North Sea  
£7,804: *Lepanto*, Bacon (Sk. R. Sinclair), 316 kits, NS, 14 days.

### HUMBER VESSELS DUE

**GRIMSBY**  
Expected during the week from White Sea: *Barnsley*, *Gillingham*, *Boston Halifax*, *Lord Jellicoe*, *Northern Reward*, *Vanova*, *Ross Revenge*. From Faroes and Western: *Ermo*, *Arctic Corsair*.

### PORT MARKETS

**TUESDAY, JANUARY 4**  
**GRIMSBY**  
Supply very poor, demand poor, boats four, kits 3,898. Prices: shelf cod £3.90/£4.30; codling, £3.60/£4; large haddock, £3.30/£4; medium haddock, £3.20/£3.40; rockfish, £1.80/£2.30; reds, £1.80/£2.10, all per 10st kit.  
**LOWESTOFT**  
Prices: sole, £1.80/£2.20; cod, £2.00/£2.52; large plaice, £2.80/£4.00.

### BILLINGSGATE

**TUESDAY** 184 tons were delivered. Average selling prices on merchants' stalls: sole, 55p/70p; medium, 55p/£1.65; large, £1.30/£1.40; eels, 80p/£1.20; foreign smoked salmon £3 per lb; large turbot, £7.50/£18.20; large brill, £7.70/£12; medium, £3.18/£7; small, £4.50/£5.80; large halibut, £3.30/£9.30; bulk, £7.50/£7.90; halibut, £4.80/£5.80; haddock, £2.90/£9.50; selected whiting, £2.50/£2.80; mackerel, £1.80/£2.30; sprats, £2/£2.20; fresh herrings, £3.50/£4; London cured dry haddocks, £7.50; golden cutlets, £8.50; filleted kippers, £2.50/£4.40; selected kippers, £4.50/£5; per stone.

### ALL SHELLFISH

Daily Consignments Required  
**R. BLOOMFIELD (Billingsgate) LTD.**  
127-128 BILLINGSGATE MARKET EC3  
Daily Sale Accounts. Phone: 01-626 7320, 7749, 4840.  
LABELS SENT ON REQUEST

£56,155: *C. S. Forester*, Newington (Sk. J. Atkinson), 1,974 kits, WS, 24 days.  
£42,856: *Ross Altair*, BUT (Sk. J. Berry), 1,427 kits, WS, 24 days.

**LOWESTOFT**  
£8,022: *Suffolk Conquest*, Hobson (Sk. R. Flake), 268k, NS, 12 days.  
£7,301: *St. Georges*, East Coast (Sk. R. Jonas), 281k, NS, 11 days.  
£7,208: *St. Phillip*, East Coast (Sk. T. Martin), 259k, NS, 12 days.  
£7,177: *Yaxford Queen*, Tallman, (Sk. C. Reader), 231k, NS, 11 days.  
£6,835: *Boston Sea Fury*, Boston, (Sk. V. Crisp), 229k, NS, 10 days.  
£6,642: *Ripley Queen*, Tallman, (Sk. J. Deacon), 224k, NS, 12 days.

**GRANTON**  
£12,969: *Arctic Explorer*, Liston, (Sk. J. Barnyard), 637c, WC, 13 days.  
£7,944: *Arctic Invader*, Liston, (Sk. P. Wanless), 442c, WC, 12 days.

**NORTH SHIELDS**  
£17,885: *Ben Strome*, (Sk. E. Longhorn), 33,212 kg, NS.  
£11,873: *Ben Chourn*, (Sk. T. Jameson), 20,920 kg, NS.  
£10,793: *Ben Glas*, (Sk. S. Shearer), 29,024 kg, NS.  
£2,159: *Incentive*, (Sk. A. Dougal), 40,328 kg, NS, 1 day.

KEY: I: Iceland; F: Faroe Islands; W: Western Isles; B: Bear Island; NS: North Sea; WS: White Sea; NC: Norway Coast; HW: Home Waters; IS: Irish Sea; S: Shetland; WC: West Coast; Sk: Skipper; k: kits; c: cwt; kg: kilo.

**FROZEN FISH**  
PACIFIC NA salmon, supplied by the National Federation of Fishmongers, are: cod, 95p; scampi, £1/£1.70; mappies, 35p; huo san, 43p; grey mullet, 40p; barboni, 62p; wong far, 43p, per lb; fillets, plaice, 1p; mackerel, 31p, no change; sprats, 29p, up 1p; herrings, 42p, no change; kippers, 55p, up 1p; skate, 76p, down 1p; dogfish, 65p, up 2p; all per pound.

### RETAIL PRICES

AVERAGE national retail prices

### HERRING REPORT

**TUESDAY, DECEMBER 21**  
*Ullapool*: two trawlers, 50 tonnes; homemarket 50 tonnes at £14.40. Mixed in size, spent, 450/600 per 50kg. *Uig*: two trawlers, 28 tonnes; homemarket at £21.80/£24.40. Uniform sprats, 330/330, per 50kg. *Mallaig*: two trawlers, ten tonnes; homemarket at £18/£20.80. Mixed spent, 380/380 per 50kg.  
**THURSDAY, DECEMBER 23**  
*Ullapool*: five trawlers, five tonnes; homemarket five tonnes at £15.00. Mixed spent, 400/440 per 50kg. *Mallaig*: three trawlers, 22 tonnes; homemarket at £14.00/£20.40. Mixed spent, 340/420 per 50kg. *Oban*: two trawlers, six tonnes; homemarket at £17.40. Slightly mixed in size, 50kg. *Ullapool*: five trawlers, nine tonnes; homemarket at £14.40. Mixed in size, spent, 450/600 per 50kg. *Uig*: two trawlers, 28 tonnes; homemarket at £21.80/£24.40. Uniform sprats, 330/330, per 50kg. *Mallaig*: two trawlers, ten tonnes; homemarket at £18/£20.80. Mixed spent, 380/380 per 50kg.

**WEDNESDAY, DECEMBER 22**  
*Stornoway*: one drifter, four tonnes; homemarket at £15.60. Slightly mixed in size, 50 per 50kg. *Ullapool*: five trawlers, nine tonnes; homemarket at £14.40. Mixed in size, spent, 450/600 per 50kg. *Uig*: two trawlers, 28 tonnes; homemarket at £21.80/£24.40. Uniform sprats, 330/330, per 50kg. *Mallaig*: two trawlers, ten tonnes; homemarket at £18/£20.80. Mixed spent, 380/380 per 50kg.

### LUCKY 'BREAK'

**FLEETWOOD'S** decision to break the holiday with landings on Wednesday and Thursday proved profitable for some of the port's near-water vessels. Markets were good, considering the shutdown of several outlets for fish supplies. One vessel to score from the situation was the 30ft. side trawler *Rosamunda*, commanded by Skipper Ken Bevis. This vessel returned to port with 315 kits, including five of hake, 56 of including 70 of cod and 20 of cod, 15 of plaice, 40 of sole, 30 of roker, and 70 of dogs, which sold for an excellent £8,429. The 132ft. *Wyre Revenge* was the only mid-water trawler to land during the week. Skipper Harry Pook and his crew hit a good shoal of fish before selling home with 887 kits, including 100 of cod, 90 of haddock, 170 of sole, 85 of roker, and 200 of dogs, which sold for £18,786. Top in the pocket trawler class was the 73ft. *Fair Isle*, commanded by Skipper J. Wright, which landed 61 kits, including 70 of cod and 20 of dogs, for a grossing of £2,941.

### FISHERMEN'S MISSION

SERVING and CARING  
For Shipwrecked, Sick,  
Distressed, Disabled, Retired  
and Sea Going Fishermen  
their Wives, Widows and  
Children

#### THIS IS OUR BUSINESS

Will you share in this ministry by  
sending a generous donation to  
Royal National Mission to Deep Sea  
Fishermen

43 Nottingham Place,  
London W1M 4BX

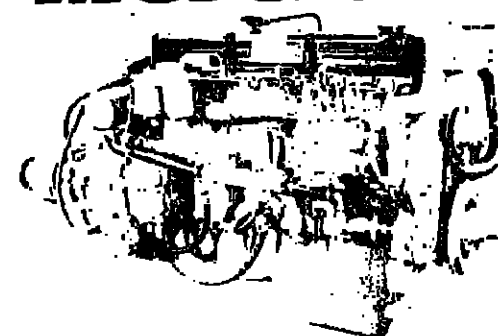
Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.  
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

95 years constant service to fishermen and their families

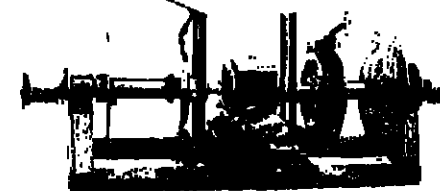
### Mercraft



#### WORKBOAT DIESELS

MERCRAFT MANUFACTURING CO. LTD.  
LITTLINGTON, N.R. ROYSTON, HERTS.  
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MORRIS  
1 Ton  
Trawl  
Winch



Hydraulic or belt drive. Standard drum capacity 120  
feet of 1 1/2 in. wire. Larger capacity drums made to order.

Suitable for boats 26ft. upwards.

Details from **LESLIE G. MORRIS**  
40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX.  
Tel. Day Newhaven 3454 Evenings Peacehaven 4601



35ft. x 10ft. 10hp. x 3ft. 6in. All steel hull, deck & wheelhouse  
from £3,500. Or hull only available.

**SHEET METAL STRUCTURES LTD.**  
Reynolds Wharf, 178 Abbey Road, Barking, Essex.  
Tel. 01 694 1808

### BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Decking.
- Complete sets Oak frames bevel sawn to your patterns.
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- Oak spruce poles for ditches etc.

**W. S. BARCHARD & SON LTD.**  
WEST DOCK STREET, HULL  
Tel: Hull 2452-2453 (10 lines) Telex 547574



# Official and Classified ADVERTISEMENTS

Tel: 01-353 6961 Telex: 21977  
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All classifications: 10p per word, minimum charge £1.50.  
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Box number 60p extra. Photographs £2.50 extra.  
Semi-display: £5.50 s.c.i. Six or more insertions at £5.00.  
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Telephone by noon MONDAY or write:  
Classified Advt. Dept., Fishing News, 110 Fleet Street,  
London EC4A 3JL.

# Official and Classified ADVERTISEMENTS

Continued from Page 14

## VESSELS FOR SALE

38ft. x 17ft. shallow draft tanker fitted with 51.5 Gardner diesel engine, to carry 100 tons or 27,000 gallons. Lying Balaia Boatyard Ltd., 44 Priory Road, St. Dunstons, Southampton, SO8 1LT. Telex: Southampton 654145.

35ft. Dutch steel workboat, 1972, Perkins 3.654 diesel, two berth cabin, washhouse, large cockpit, Neco winch, sounder, lying Anglesey, 65,000. Agents Central Yacht Agency, Galloway Point, Beaumaris (02485) 662 Anglesey.

FOR SALE 40ft. x 12ft. x 14in. motor cruiser, ideal angling, diving boat, Perkins 80hp marine, twin main and boom, anchor, chain, life saving equipment etc. hull refitted last season, very heavy built, offered when seen, consider 15ft. Dory and outboard plus cash. Telephone: Borne 3942 after 5pm.

STEEL Dutch built, 400hp, beamer, stern trawler, fully equipped, 1976 survey, engine fully overhauled, radar, R/T, sounder, with all nets and gear, £220,000. Telephone: Barrow 6220 50514.

AQUA Star 32, 1974, forward wheelhouse, two berth cabin, toilet, cooker, sink, water tank, 200hp, Sostrel compass, VHF, description, all navigation and interior lights, stainless handrail, liferaft, individual seating, all safety equipment, £7,300 ono. Telephone: Thane 08835 evening.

32 Cyprus boat show model 1976, Ford Silencer, Ford Sabre, excellent condition, complete with fishing gear and fully equipped, £16,000 ono. Telephone: Portsmouth 29485 after 6pm.

TRAWLER 48ft. x 15ft. x 6in., built by Weatherheads of Cockfield in 1948, Ford engine 98BHP, six cylinder 60 marine made 1969, self change gearbox and 3:1 reduction overhauled September 1976, six berths forward, easy conversion. On hire Sailer wireless, Simrad E1 echo sounder, liferaft. To be sold with or without complete fishing gear, for trawling, scallops, prawns, white fish, for pot hauling, Evertan hauler and pots. Enquiries to The Secretary, Lundy Estate Office, Blair Atholl, Perthshire. Telephone: Blair Atholl 240.

FOR SALE 50ft. x 11ft. x 4ft. 6in. GRP Freewind Maxine, four forward wheelhouse, two bunk, flush toilet, gas rig, 80BHP 3:1 reduction, Morse controls, manual gearbox, Telford steering, VHF on air, £2,300 ono. New trawl winch to suit boat extra. Telephone: Penance 3095 before 6pm.

MFV 30ft. x 11ft. x 4ft. 6in. GRP Freewind Maxine, four forward wheelhouse, two bunk, flush toilet, gas rig, 80BHP 3:1 reduction, Morse controls, manual gearbox, Telford steering, VHF on air, £2,300 ono. New trawl winch to suit boat extra. Telephone: Penance 3095 before 6pm.

FOR SALE 60ft. steel tug, converted for fishing, new six man accommodation, new electrica, 350hp Ruston, excellent work boat. Box No. 379.

48ft. MFV side/stern trawler, built 1962, oak on oak, large 214hp engine, radar, sounder, two radios, liferaft, Decra 21 plus all gear, first offer around £11,500 secure. Box No. 440.

AVAILABLE now, crabber, 47ft. x 17ft. x 6ft. 6in., oak on oak, 150hp Ford engine recently overhauled, captain driven 38hp Lieber, radar, Koden sounder, MF and VHF radio, hydraulic steering, Decra Mark 12 on air, Stern working, pass any survey, complete with Nautic plastic pots if required, will consider offers near £12,750. Telephone: Weymouth 72182.

AQUA Star 20ft. sea fisherman, two berth, fitted Stuart Turner, 26 hours since rebuilt, dingy, 200hp, £2,000 ono. Telephone: 094 571 2006.

30ft. ORP built 1972, three berth cabin forward, wheelhouse aft, 76hp overhauled, radar, auto pilot, Ajax 420 VHF, two sounders, Kent screen, all boat's property. New hydraulic trawl winch. Box No. 438.

IP23, forward wheelhouse, Pater diesel, Telford steering, lights, £3,000 ono. Telephone: Newhaven 6177 evening.

AQUA Star 32 1976, Perkins 3.654 diesel, 2:1 box, 1976, deck forward wheelhouse. Telephone: Weston Super Mare 413988 evening.

36ft. x 10ft. 6in. steel MFV, built 1972, Lieber 40hp, line/pot hauler, Pater winch, radio, sounder, engine just reconditioned, £6,500. Details telephone Helston 2722 after 7 p.m. also two 16ft. x 2 1/2in. bronze shafts.

20ft. 6in. x 9ft. 6in. x 4ft. 6in. Ditch steel sea and/or workboat, built 1974, fitted 2.6 BMC diesel, powerful washdeck, W.C., hydraulic hoist, 16ft. boom, self draining cockpit, excellent condition throughout, £5,000. Telephone: Whitstable 272003.

BARGAIN for sale, just been surveyed, trawler good condition, built 1969, just under DTT 16ft. beam, draft 9ft., wheelhouse, shaft, Decra mark 21 installed, overhauled throughout. Price includes 90ft. trawl, six spring dragages and towing bar. New wangs, £9,000 ono. Must be sold. Telephone: Plymouth 23847.

24ft. Saltram GRP, Sabb 16hp diesel, built to customer's requirements, prices from £4,300. Conventional craft built. Adams, Looe 2081.

FOR SALE 60ft. steel tug, converted for fishing, new six man accommodation, new electrica, 350hp Ruston, excellent work boat. Box No. 379.

## M.F.V. "FLORIANE" (A.58)

Built Garrard Bros., Arbroath 1955. Length overall 53ft., registered length 49ft., beam 16ft. 6in., draft 6ft. 6in., tonnage gross 23.30, engine Gardner 114hp 2:1 reduction, engine overhauled March 1976. Dynamometer and electricals overhauled October 1976. Three ton Dauland which will under guarantee, fitted September 1976, new 2 x 360 fathom 1in. wire wraps September 1976, new prawn net, sweeps, shackles, bridges September 76 New 6ft. 6in. doors December 1976. Gilson replacement December 76. Hydraulic power block fitted. On hire: Kelvin Hughes R17 radar, Decra Navigator Mk12. Ship's property: Kelvin Hughes sounder, Woodhouse fish-lupe and radar. Redfin VHF radio. Vessel alipped, anti-fouled, propeller, outside bearings checked satisfactory condition September 1976. Hull in good condition, receipts for work carried out can be shown. All enquiries and offers to: D. C. WELLS, GREAT YARMOUTH 4718

"ANTURUS" (B520). 36ft. x 12ft. 6in. x 4ft. 6in., built Conway 1960, Lieber HW4, 3:1 reduction, Britham travel winch, Seavoice VHF, Woodhouse radio, Perograph sounder box's property, Decra Mark 12 on air. Vessel in first class condition, fishing from Fleetwood, £7,800. Telephone: Broughton 842468 (Frasen).

IP23, forward wheelhouse, Pater diesel, Telford steering, lights, £3,000 ono. Telephone: Newhaven 6177 evening.

AQUA Star 32 1976, Perkins 3.654 diesel, 2:1 box, 1976, deck forward wheelhouse. Telephone: Weston Super Mare 413988 evening.

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MFV 75ft. x 19ft. 6in. x 8ft. 6in. DTT special survey December 1976, Gardner engine, excellent condition, newly converted passenger or fishing vessel. Box No. 429.

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## FOR SALE

SOUTHERN Nets new catalogue available, low priced nets, 1/2in. mesh, 60p. Southern Nets, Lower Cross, Odmore, Rye, Sussex, telephone: Rye 3844.

PORT & STARBOARD THE QUAY WEYMOUTH Telephone: 03057 71 Trammels with bag 50m x 3ft. 425 x 35 50m x 10ft. 425 x 35 50m x 12ft. 425 x 35 50m x 14ft. 425 x 35 50m x 16ft. 425 x 35 50m x 18ft. 425 x 35 50m x 20ft. 425 x 35 50m x 22ft. 425 x 35 50m x 24ft. 425 x 35 50m x 26ft. 425 x 35 50m x 28ft. 425 x 35 50m x 30ft. 425 x 35 50m x 32ft. 425 x 35 50m x 34ft. 425 x 35 50m x 36ft. 425 x 35 50m x 38ft. 425 x 35 50m x 40ft. 425 x 35 50m x 42ft. 425 x 35 50m x 44ft. 425 x 35 50m x 46ft. 425 x 35 50m x 48ft. 425 x 35 50m x 50ft. 425 x 35 50m x 52ft. 425 x 35 50m x 54ft. 425 x 35 50m x 56ft. 425 x 35 50m x 58ft. 425 x 35 50m x 60ft. 425 x 35 50m x 62ft. 425 x 35 50m x 64ft. 425 x 35 50m x 66ft. 425 x 35 50m x 68ft. 425 x 35 50m x 70ft. 425 x 35 50m x 72ft. 425 x 35 50m x 74ft. 425 x 35 50m x 76ft. 425 x 35 50m x 78ft. 425 x 35 50m x 80ft. 425 x 35 50m x 82ft. 425 x 35 50m x 84ft. 425 x 35 50m x 86ft. 425 x 35 50m x 88ft. 425 x 35 50m x 90ft. 425 x 35 50m x 92ft. 425 x 35 50m x 94ft. 425 x 35 50m 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